

# AMERICAN RAILROAD JOURNAL.

## STEAM NAVIGATION, COMMERCE, FINANCE, ENGINEERING, BANKING, MINING, MANUFACTURES.

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### American Railroad Journal.

New York, Saturday, January 15, 1876.

#### Foreign Railroads.

A few cursory remarks on foreign railroads cannot at this season of the year be out of place. Distance and official delay in placing information before the public, however, will prevent us from giving any very late statistics respecting them; but we can present our readers with the latest of record, and ask them to be satisfied therewith. Even in our own country we are not blessed with information until it is from six months to a year old, and then it has to be picked up *serialim*, there being no central office for the condensation of reports and the publication of results. In all we may say we follow "Herapath," the best authority in Europe. In our issue for January 1, we computed the railroads of the United States

at 76,756 miles, and their cost at \$3,941,333,197. The increase during the year was 1,750 miles and \$66,742,920. As near as can be estimated this cost is based on stock and debt in about equal proportions. It would not, however, be wise to say that in a financial sense they are worth the amount stated to have been their cost. There has been an immense amount of stock-watering; immense shaves in discounts and commissions; and an immense shrinkage in values consequent on the recent money panic. Prices at the New York Stock Exchange are perhaps as conclusive of real values as can be deduced, and certainly they do not show an average of 50 per cent on the stocks dealt in by that Board. Inferior stocks, sold at auction, bring scarcely cents for dollars, and are frequently sold thus in clearance lots. Bonds, of course, are a better security than stocks, and consequently hold their face to a larger extent. But even first bonds of the best corporations are selling at low figures, and at least one-half the total issue of firsts, seconds, thirds, etc., have only a nominal value. We may therefore conclude that there is no real value to one-half the nominal cost of our railroads.

With this digression we pass on to the subject of our caption.

During the past year our neighbors of Canada have completed their great Intercolonial. In connection with the Grand Trunk it makes a continuous line from the upper lakes to the sea. The Canadians are also constructing a Pacific line, and will probably complete it from Lake Superior to Manitoba (Red River) during the current year. The total mileage of railroad in the Dominion, at the close of 1875, was 5,163 miles, not a mile of which is paying dividends on ordinary stock. As developing agents they are of incalculable value to the country, and as such are liberally supported by government. Three new connections with United States roads have been made during the year—at Newport, Vt., at Moore's, N. Y.,

and at Ogdensburg, N. Y. The most important of these is the line along the west shore of Lake Champlain, intended for the coal trade.

Mexico, our neighbor on the south-west, is still considering the subject. During the year, however, a concession has been granted for a line from the Capital to the United States border on the Rio Grande, to connect ultimately with the International, etc., now in course of construction in Texas. The only road as yet built in the republic is that from Vera Cruz to Mexico, which with its branches has a length of 300 miles. It is owned chiefly in England, and is or will be a valuable property.

The Central American States have as yet accomplished little. The Costa Rica Railroad is open for about 50 miles, and will probably be completed in two or three years. Honduras is also projecting and has borrowed (and misappropriated) largely from England.

In South America a very considerable advance is observable. Brazil commenced the year 1875 with 836½ miles completed, 1034½ miles in progress, and 2392½ miles conceded and mapped out. The Argentine Republic has increased its railroads by some 200 miles, and has already about 1000 miles completed, the principal of which are the Great Southern 202, the Central Argentine 246, and the Eastern Argentine 105 miles. The Central will be carried to a connection with the Chilian railroads. Uruguay has completed its great central line 127½ miles. The Pacific republics have added but little to their status a year ago. The whole line to Lima is now complete, and is being carried up the mountains. Railroad building has been commenced in the Colombian States of Cauca and Antioquia; otherwise in South America little or nothing has been accomplished in railroad matters.

Turning to Europe, we fail to find the usual vitality among the nations. True, we find continuous additions to their railroad mileage; but little new or startling in project or execution. Relatively, however, Italy and Switzer-

land, and to some extent Austro-Hungary have been active in construction. There is nothing new in the great nations—England, France, or Germany. The same may be said of Russia. At the latest dates (stated) the length in the States named was as follows:

	Miles.
Great Britain (October, 1875).....	16,449
France (March, 1875).....	11,918
Germany (October, 1875).....	14,023
Austro-Hungary (June, 1875).....	9,001
Russia (June, 1875).....	11,276
Switzerland (October, 1875).....	1,257
Italy (June, 1875).....	4,662

With regard to the less important States, we lack that information which is necessary for our purpose. Herapath, our guide, is to blame! But we suppose that each and all have been doing something towards swelling the railroad mileage of the world.

In this connection we ought not to omit mention of the projected tunnel between England and France. It is a bold engineering attempt; but what is to deter after the accomplishment of so many apparently impossible works. The latest report is that the tunnel will be commenced during the current year.

Crossing from Europe to Africa, we find Egypt active in the right direction. During the year the new interior line has been opened from Cairo to Siout. The Barbary States appear to be at a stand-still. Algeria, however, which has had 320 miles for the last half dozen years, is again projecting and intends soon to penetrate not only its own territory but also the great central desert. In South Africa the English have projected and are now building some thousand miles of railroad.

British India is still hard at work and has probably at this date some 7,000 miles. At the opening of the year 1875 the length in operation was 6,260 miles of which 727 miles were double. This has all been built in a little more than twenty years. The first Anglo-Indian road (2½ miles) was opened in 1853, and to the close of 1856 only 171 miles had been completed. In the neighborhood of India some progress has also been made. Ceylon is being liberally provided with railroads; Java has also commenced operations, and has already 160 miles in use; and Japan in March, 1875, had opened 38 miles at a cost of £3,482,000 sterling! At Mauritius the British had in 1875, 66½ miles.

The British Colonies of Australia, however, have been more actively engaged in railroad building than any other country. New Zealand is also becoming a railroad power. The new Colony of Victoria had in October last 599 miles; that of Queensland in June last, 188; and a year ago New Zealand had in operation 260 miles and was building nearly 1,000 miles in addition.

We estimate that there are now in operation throughout the railroad world about 185,000 miles. We cannot suppose that including "discounts and commissions" this mileage has cost on an average less than \$100,000 per

mile! This would make a total disbursement on account of railroads of \$18,500,000,000! To individuals what fortune or what misery has the disbursement of this vast pile wrought. But compensation is found in the utility and the convenience of possessing such a vivifying agent as the railroad to do the drudgery of frail humanity. The individual may go down, but the great mass reaps an untold benefit, it is thus in every human effort.

#### Michigan Central Railroad.

To the President and Directors of the Michigan Central Railroad Company:

GENTLEMEN: The condition of the company on the 1st day of December, 1875, is shown by the following statement:

The receipts of the main line and branches for the six months, ending November, 1875, were..... \$3,373,215 52

The operating expenses of the main line and branches, accurate for five months, and estimated for November, are..... \$2,888,876 28

The interest account for the same time amounted to..... 804,249 27

..... 3,188,105 56

..... \$185,092 96

The bonded debt of the main line now amounts to:

First Mortgage Loan, due in 1882..... \$556,000 00

Sinking Fund Loan..... 2,179,000 00

Seven per cent Consolidated Loan, 8,000,000 00

Equipment Mortgage Loan..... 556,000 00

..... \$11,291,000 00

From the first two items in the above statement must be taken the bonds of this company of the same class, paid and in the sinking funds \$672,000, which will reduce it to now outstanding \$10,691,000.

The sum in the sinking fund (not including the \$672,000 of the bonds of the company) at their par value, amounting to \$1,044,719 57, will reduce the amount of the above outstanding bonds to the whole extent of the value of that fund, and its accumulations.

The bonded debts of the leased roads, which have been assumed by this company, are as follows, all bearing eight per cent interest:

Michigan Air Line..... \$1,900,000 00

Michigan Air Line, South Bend Div, 200,000 00

Grand River Valley..... 1,500,000 00

Kalamazoo and South Haven..... 710,000 00

Jackson, Lansing and Saginaw, 4,253,000 00

This company has also endorsed the bonds of the Detroit and Bay City

Railroad Company, to the amount of..... 424,000 00

The capital stock stands as at last

report..... 18,738,204 00

Construction account amounts to..... 27,936,747 74

The floating debt as per June report was..... 770,015 16

It now amounts to..... 984,440 08

Showing an increase of..... 194,424 87

Of this amount however..... 435,888 80

have been given for steel rails since June last.

The floating debt of June last has been reduced by payments to \$542,218 30

Dated at Detroit, December 20, 1875.

C. FREDERICK LIVERMORE,  
Treasurer.

#### PRESIDENT'S STATEMENT.

It is not usual to make any statement at the close of the half year after the annual report, except that of the treasurer, of the financial condition of the company. The past year, however, has been so extraordinary in its results, that the board has deemed it fitting to place the causes be-

fore the stockholders in an additional statement. The floating debt also requires explanation.

The statement of the treasurer shows the cash receipts which have come into the treasury, the interest paid during the six months, and the operating expenses, as they appear on his books, except the month of November, which are estimated on the basis of the October expenses, the accounts for those of November not being yet complete. The receipts are not exactly the same as the earnings, being sometimes more, and sometimes less, depending upon the amount of earnings unrealized at the date of any statement of them.

The earnings of the road and branch lines have been for the past six months, ending with November..... \$8,359,809 25

Which is less than they were for the corresponding period the prior year by..... 439,687 94

The earnings for twelve months, ending at the same time, have been..... 6,662,598 47

And are less than the earnings of the same period the year before, by..... 955,823 69

The expenses for the year ending with November have been, as above stated..... 4,953,067 56

For the same period the prior year they were..... 5,246,494 00

Showing a reduction in the operating expenses of..... 293,426 44

The net earnings for the last year have been..... 1,718,503 52

While those of the same period the year before were..... 2,371,926 48

Showing a falling off in net earnings of..... 653,422 96

The business of the road, notwithstanding this decrease of both gross and net earnings to these large amounts, has been larger than it was in the previous or any preceding year, the tonnage of all classes having increased, and in the aggregate, for the last six months, on the main line, 64,184 tons.

It is not, therefore, loss of business which has affected the revenues, because a larger business has been done. It is not the increased cost of doing it, because the enlarged business has been done at a less cost by \$293,426 44. It is simply a loss in the rates, resulting from, as we think, an unwise policy of competition, instead of agreement and compromise among competing lines, and this loss in rates is so much lost to the net earnings of the road. The expense of doing the business has been incurred, and all lost by reduced rates is loss of net earnings. The net earnings of the last twelve months, therefore, should have been \$2,674,326 95, at only the rates realized during the year ending with November, 1874. Those who have read the last annual report are aware how much rates had been reduced at that time. They are also aware of the effects produced upon the rates of all east bound freight by the additional competition generated by the opening of the Baltimore and Ohio Road, as stated in that report. The competition which has resulted from the reconstruction of the Grand Trunk with a steel track, making it a first-class road, has been even more fatal to the maintenance of rates, and practically the whole value of west bound business, so far as freight is concerned, both from Boston and New York, has been destroyed. Until of late it has been done by a system of contracting by the rival roads and lines of cars running over them at very low rates, and now by a proclaimed tariff at about the same rates as were made by the contracts, which, on first-class business is about one-fourth of the usual and fair rate. Three-fourths and more of the value of the business is thrown away, because the rates realized do not pay cost of transportation. All profit, and much more is lost, sacrificed by a competition which really looks more like insanity, than the result of any wise consideration of the circumstances.

Will this state of things continue? It results from the fact that the Grand Trunk, though now

an excellent road, is so much longer from Boston, that the average time by it for freight between that city and the West is perhaps twenty-four hours longer than by the direct roads. This time is a material element, when the rates are the same, in determining the course of business. At the same rates it could not compete for business with success. It claims, therefore, that to put it upon equality, it shall be permitted to make some difference in its tariff rates by agreement, and that then the rates fixed and agreed upon shall be maintained by all lines. To this the managers of the direct lines refuse to accede, and the result is that both are doing business practically for nothing. The Baltimore and Ohio, therefore, destroyed largely the rates on east bound, and the competition with the Grand Trunk has destroyed almost entirely all the rates on west-bound freight during the whole year. The controversy with B. & O. Road also reduced the passenger rates during nearly all the year, twenty-five per cent. It is causes like these, wholly beyond the control of this company, which have so seriously affected railway property east of Chicago during the past several years. That great wisdom and discretion are required in those who have the power to obviate them, is certain, and yet that they are avoided in all other countries, is equally certain. They have been, and it is hoped permanently, obviated on the east bound business, and all roads east of Chicago are acting in harmony. They will sooner or later be obviated with the Grand Trunk, because a business, the whole value of which is destroyed, is not worth contention. All the roads leading from Boston and New York west cannot afford the permanent sacrifice of all the value in their whole business from those cities west, rather than recognize the existence and power of the Grand Trunk, and make some arrangement with it which shall result in fair and paying rates on the business which may be done on all lines. And with this difficulty arranged, it seems to be clear that there will remain no good reason why the road east of Chicago may not, within a year, earn and make reasonable dividends.

With regard to the floating debt of this company, which is stated at \$964,440 08, the sum of \$435,838 80 is for steel rail. There had been contracts made for steel rail enough to complete the main line before the panic. One contract for five thousand tons was yet out, and the rails had not been delivered. It could not be canceled. Five hundred tons were delivered in 1874, and paid for. The remainder 4,500 tons, have been delivered the past year, and partly used. For this rail there have been given, since the last annual report, the notes of the company to the amount of \$435,838 80, falling due from June, 1876, to August, 1877. The floating debt, other than this, which in June last stood at \$770,015 16, has been reduced December 1st by payments to the sum of \$542,218 80.

By order of the Board,

JAMES F. JOY,  
President.

#### Eric Railway.

From the Annual report of the Eric Railway Company for the year ending September 30, 1875, we learn that the total amount of capital stock paid in amounts to \$86,536,910, the funded debt \$54,271,814, and the floating debt \$1,421,641 83. The cost of the road and equipment is given at \$115,995,946 63. The number of passengers carried during the year was 5,052,855, not one of whom was injured, except a few who were hurt getting on or off the cars. The number of tons, of 2,000 pounds, of freight carried in cars was 6,239,948; and the total movement of freight, or number of tons carried one mile, was 1,016,618,050. Of the total freight, mineral coal supplied 3,852,567 tons, vegetable food 674,171 tons, merchandise 558,253 tons, manufacturers 322,860 tons,

products of the forest 179,614 tons, agricultural products, exclusive of vegetable food, 118,195 tons, and other articles 255,503 tons. The cost of maintaining the road during the year was \$3,821,370 57, the expenses of repairs of machinery amounted to \$2,446,868 53, and the operating expenses reached \$6,910,806 85—making the total transportation expenses \$12,679,130 95. The gross earnings were \$17,677,746 49, of which \$12,287,899 85 was for freight. The total payments, including the \$12,679,130 95 for transportation expenses, amounted to \$19,030,911 26—leaving a deficit at the close of the year of \$1,358,164 77. The following table gives a summary of the payments other than for construction:

For transportation expenses.....	\$12,679,130 95
For interest:	
On the fund- { Gold....	\$2,833,267 50
ed debt... { Currency	928,697 00
	3,761,964 50
On Long Dock bonds.....	210,000 00
On Boston, Hartford and Erie bonds—Guaranteed interest:	
Delaware and Hudson Canal Company.....	\$105,000 00
Waehawken Docks.....	28,000 00
	133,000 00
On Weehawken Docks mortgage...	66,671 98
On loans, etc.....	\$175,412 89
On mortgages, etc.....	31,382 28
	208,795 17
Gold premiums.....	114,247 84
Rentals of leased lines...\$689,013 25	
Suspension	
Bridge and Erie Junction R. R. rent ...	\$70,000 00
Less 30 per ct. of earnings..	31,294 98
	38,705 02
Paterson and Newark Railroad rent.....	\$35,000 00
Less 35 per ct. of earnings..	23,107 48
	11,892 52
Erie Railway's proportion of loss operating Cincinnati, Hamilton and Dayton Railroad.....	62,804 07
	802,414 86
Taxes:	
Of State of New Jersey on equipment .....	\$19,837 33
State of Pennsylvania tax on gross receipts from May, 1868, to July, 1873, inclusive .....	81,635 14
	100,972 47
For use of Jefferson Car Company's cars, nine months.....	94,500 09
Expenses other than transportation:	
London transfer office expenses.....	39,688 39
Legal expenses, London.....	5,745 00
Pavonia ferries.....	\$207,922 91
Pavonia Horse Railroad.....	35,885 54
Pavonia Horse Railroad, interest on guaranteed bonds.....	210 00
Fris baggage express.....	64,557 11
Weehawken docks.....	130,021 48
Grand Opera-house property .....	50,950 86
Unclaimed freight and baggage department..	5,886 74
	494,484 59
Claims due prior to Oct. 1, 1874, paid	321,846 06
Total.....	\$19,030,911 26
Receipts .....	17,677,746 49
Deficit.....	\$1,358,164 77

#### Lake Shore and Michigan Southern Railway.

At a meeting of the directors of the Lake Shore and Michigan Southern Railway Company, held in this city on the 5th inst., a report of the business transacted during the six months ending December 31, 1875, was read. The following is an abstract:

Gross earnings..... \$7,545,000  
Operating expenses and taxes,..... 5,051,000

Net earnings..... \$2,494,000  
Interest on bonded debt, leases of branch roads, and dividend payable Feb. 1, 1876, on guaranteed stock.. 1,419,000

Balance .....

\$1,075,000

The variation in earnings, (principally in the first three months of the above period,) compared with the last half of 1874, is as follows:

Loss on freight..... \$878,000

Loss on passengers..... 188,000

Gain on mails, express and miscellaneous .....

57,000

Aggregate loss .....

\$949,000

The loss on freights was caused by the following:

Diminution in volume..... 7.66 per cent.

Less prices on business done..... 15.65 per cent.

The average rate per ton per mile has been, in 1875, 0.997 cent; in 1874, 1.182 cents.

The cost of steel rails, in excess of the value of the iron rails for which they were substituted, is included in operating expenses. The amount of steel rails laid on main line during 1875 was about 12,000 tons, and the amount of iron rails laid (principally on branch lines) during the same period was about 9,000 tons. The amount of steel rails to be laid on main line during 1876 will, it is estimated, be about 15,000 tons. A considerable part of the steel rails laid in 1875 having been paid for with old iron rails, (the full value of the steel being, however, included in the operating expenses above stated,) the money which would otherwise have been expended therefor is in hand and constitutes a fund applicable to providing the steel rails intended to be laid in 1876. The road, machinery and property of the company have been in all respects fully maintained at its standard high condition.

The bonded debt of the company at this date is..... \$36,250,000  
Against, at same time last year..... 36,500,000

Diminution by means of the sinking fund, the obligation of which has been fully complied with..... \$250,000

A resolution was passed declaring a dividend of two per cent upon the capital stock of the company, to be paid on the 1st of February next.

The people of Belmont county, Ohio, are becoming very actively interested in the building of the Tuscarawas Valley and Wheeling Railroad from Bridgeport to Uhrichsville. Two routes have been located, and an active canvass for stock is going on along both. A branch to St. Clairsville is proposed.

Another effort is being made to build a branch of the Cleveland, Mt. Vernon and Columbus Railway from Millersburg, in Holmes Co., Ohio, to Dresden, in Muskingum Co.

The directors of the Wheeling and Lake Erie Railroad have authorized their executive committee to contract with General H. McKee to build the road from Martin's Ferry to Zoar.

## Boston and Lowell Railroad.

At the annual meeting of the stockholders of this company, held in Boston on the 5th inst., the report of the directors for the year ending September 30, 1876, was presented and accepted. For the purpose of bringing before the meeting the recommendation of the Directors that they be authorized to issue the bonds of the Corporation to an amount not exceeding seven hundred and fifty thousand dollars, and apply the proceeds to the payment of the floating debt, Col. J. H. George offered the following notes:

Voted, That the Board of Directors be authorized to issue bonds of the corporation to an amount not exceeding \$750,000, in denominations of \$1000 each, having not more than twenty-five years to run, with interest payable semi-annually at the rate of not exceeding seven per cent. a year in currency or six per cent. in gold; said bonds to be sold at not less than par, and the proceeds, including all premiums thereon, applied for the purpose of funding the floating debt of the corporation, and that when said bonds shall be issued the Board of Directors shall appoint a suitable person who shall certify that the same are properly issued and recorded upon the books of the corporation.

Voted, That the Board of Directors be authorized to set aside such a per cent. of the income as they may think expedient as a sinking fund for the payment of the bonds of the corporation as they shall become due in accordance with the usage established by vote of the stockholders at their adjourned meeting held Jan. 30, 1856.

After discussion the two votes were passed, the duration of the bonds being fixed at twenty instead of twenty five years, so as to conform to the General Statutes.

An election for directors was then held, which resulted in the choice of the following gentlemen: Francis B. Crowninshield, Josiah G. Abbott, William A. Burke, Thomas Talbot and Edwin Morey.

## Atlanta and West Point Railroad.

The earnings of this road for the years ending June 30, 1874 and 1875, were as follows:

	1874.	1875.
From passengers....	\$111,857 10	\$101,093 77
" freight .....	185,740 21	167,695 63
" mails....	10,781 28	10,781 28
" express....	6,560 18	6,385 84
" miscellaneous....	9,293 83	9,757 78
 Expenses, viz:		
Conducting transp....	\$64,878 72	\$53,068 27
Motive power....	66,111 73	62,293 81
Maintenance of way....	62,227 94	47,657 18
Rent of tracks....	6,000 00	7,145 83
Maintenance of cars....	13,961 06	8,994 18
Claims, legal exp., etc. ....		6,589 59
 Net earnings....	\$212,679 45	\$185,748 86
From which deduct extraordinary expenses in 1874-'5:		
One new passenger car....	\$3,000	
New iron rails over current pairs....	5,000	8,000 00
 Net over all payments....		\$101,965 94

In 1874-'5 the extraordinary expenses were \$42,000, leaving the balance of earnings at the close of that year \$69,568 15. The President, in his report, says:

" The directors can report but little information to the stockholders, in addition to what will be found in the official reports furnished by the treas-

urer and the superintendent, and which are appended to this report. The assets and liabilities of the company will appear in the statement of the treasurer, and the operations of the road for the past year, with the condition of the property in his department, with the business relations and future prospects of the road are very clearly, though succinctly, set forth by the superintendent.

The report of the superintendent accords in tone and character with the great majority of railroad reports from all parts of the United States, but more especially from the South and West. In reports for the past year, we find a very general exhibit of reduced earnings, financial deficiencies and disappointed hopes. We find, also, the same necessity for reduced expenditures, to compensate for reduced receipts; the only legitimate mode of meeting a reduction of earnings is by a corresponding reduction in the expenses of management, and by suspension or reduction of dividends to meet the emergency. Expenditures cannot long exceed the earnings, without the accumulation of debt and ultimate bankruptcy; and no dividends should be paid except fully justified by an honest available net profit. The wants and urgency of stockholders have too frequently induced a departure from this safe and salutary rule. By looking at past reports, it will seen that the directors have not been surprised by the present paralyzed condition of the country, and particularly of the large railroad interest. Without a miracle, the trouble was obliged to come from existing and previous causes, and its full development was only a question of time. The catastrophe might be temporarily checked or expedited, but the machinery has been for some years at work, which was obliged to bring it in the end. Look at a few figures and facts for 1874:

The cost of Southern railroads, up to that time, was, in round numbers, \$523,500,223. This cost was made up of share capital.... 218,794,148 And of debt.... 309,716,075 The reported dividends.... 31/3 per cent. on capital! The statement of the Western roads is still worse. Their reported cost is.... \$1,972,177,844 Share capital.... 899,030,222 And of debt.... 1,078,147,622 Reported dividends on capital.... 1.92 per cent!!

Very few of these corporations pay any dividends at all, and very large numbers of them do not pay their interest, and are almost daily going into bankruptcy!

Fortunately, our little enterprise is subject to no such danger. Its debt is small and under easy control, and our superintendent reminds us that, though we have suffered some by the default of connecting roads, we still have a reliable 8 per cent. stock.

The present condition of our investment—so different from most railroad investments in the country—may be attributed, mainly, to the policy pursued in the organization of the company and the construction of the road. This policy was briefly sketched in a report shortly after the completion of the road, and it is a pleasure to refer to it. The board makes the following brief extract:

" The road was built for cash and at cash prices and perhaps no instance can be found where so much has been accomplished in railroad enterprise with the same expenditure of money. We made no jobbing contracts at high prices—sold no securities at a discount, and paid no premiums for money. Our contracts and purchases were all for cash, and the work was paid for when it was done. With these advantages, the stockholders need feel but little apprehension of any future depreciation of their property. Few railroads have been built upon the same principle, and yet no road should be built upon any other, if intended to be valuable as an investment."

Had all the railroads of the country been built with the same honest regard to the interest of stockholders, and duty to the public, what a difference would now be seen in the financial con-

dition of the country, and the morals of the people!

The fidelity of the officers in charge of the road and transportation department, is best attested by the regularity of the trains, and almost entire freedom from accident of any kind, during the past year.

The company have 21 locomotives, 7 passenger, 4 baggage, 1 express, 2 shanty, 412 box, 18 stock, 23 platform, 8 coal and 5 cab cars. Number of through passengers, 11,824; do., way, do., 32,894—total, 44,728, against 54,301 in the previous year, a decrease of 9,573. Tons of freight transported, 58,620, against 63,485 in the previous year, a decrease of 4,865. Bales of cotton transported, 67,139; same for previous year, 90,156, a decrease of 23,017.

## BALANCE SHEET, July 1, 1875.

Road outfit and real estate.....	\$1,196,809 81
Bills receivable .....	139,992 25
Preferred stock Vicksburg and Meridian Railroad Company.....	3,432 00
Preferred stock Mobile and Montgomery Railroad Company.....	700 00
Dividend No. 36.....	49,288 00
Dividend No. 37.....	36,966 00
Interest account.....	3,850 33
Bond exchange account.....	9,521 24
Due by agents and connecting roads	26,825 33
Road expenses for the year.....	198,748 86
Cash.....	40,285 72
	\$1,700,918 04

Capital stock .....	\$1,232,200 00
Profit and loss July 1, 1874.....	81,128 29
Bonds of the company .....	88,000 00
Due to agents and connecting roads	7,169 45
Dividends unpaid .....	1,711 00
Road earnings for the year.....	295,714 80
	\$1,700,918 04

President.—Hon. JOHN P. KING.

Directors.—B. C. YANCEY, John S. BIGBY, F. PHINNEY, W. B. BERRY, John F. MORLAND, L. B. LOVELACE.

Superintendent.—L. P. GRANT.

Secretary and Treasurer.—W. P. ORME.

## Middlesex Railroad.

The receipts from operations of this road for the year ending September 30, 1875, were:

From Passengers and tickets sold....	\$247,005 57
From other sources.....	2,815 41
 Total receipts.....	\$249,820 98
Expenses for same period .....	220,443 39
 Net income.....	\$29,377 59

Deduct dividends paid.....	24,000 00
 Balance of income, or surplus...	\$5,377 50

During the year ending as above the cars of the Company have made 108,099 trips, and have run 92,753 miles, carrying 4,440,971 passengers; averaging 42.82 passengers per trip, at an expense of 32.95 cents. per mile run.

Four new cars have been built at the Company's shop during the year in addition to extensive repairs on others, two of which have been charged to expense account. Our cars and general equipment are in condition not excelled by that of any Company in the United States.

The road and tracks of the Company are in the very best condition, having been almost entirely rebuilt during the three years last past. Your Directors are of the opinion that the road is now in a condition to last some ten or twelve years, with comparatively small expense for repairs.

An additional stable has been erected during the past year at the Neck, at an expense of \$5,197 08. The real estate of the Company now stands at \$185,048 48, and is unsurpassed for the purposes required.

The Company has been fortunate during the past year in relation to accidents, no serious ones having occurred upon the road.

## ASSETS.

Road	\$419,341 10
Real estate and buildings	185,048 48
Cars	68,050 17
Horses	46,500 00
Sleighs and coaches	9,016 54
General equipments (snow plows, tools, harnesses, etc.)	18,039 44
New construction material	41,688 19
Cash and sundry accounts	161,426 43
	\$894,385 30
LIABILITIES.	
Capital stock	\$400,000 00
Bills payable and sundry accounts	168,168 37
Mortgage notes	66,500 00
Outstanding sinking fund bonds, due 1884	72,510 20
Outstanding convertible bonds, due 1885	150,000 00
Profit and loss (Surplus)	52,216 78
	\$894,385 43

## New York Central and Hudson River Railroad.

The report of this company for the year ending September 30, 1875, was filed in the office of the State Engineer and Surveyor at Albany on the 5th inst. From this we learn that the number of miles of road owned, leased and operated by the Company is as follows:

Roads owned:	Miles.
Length of road	740.17
Length of second track	465.30
Length of third track	231.69
Length of fourth track	222.19
Length of turn-outs	338.60
Total length	2,942.55
Roads leased:	Miles.
Length of road	280.08
Length of second track	59.96
Length of turn-outs	29.45
Total length	329.44

This includes the New York and Harlem, the Lake Mahopac, and several other shorter lines, and foots up a grand total of 2,882.39 miles of single track operated by the company.

The equipment consists of 558 Locomotives, 8 dummy engines, (used for City service in making up trains and taking them to the City limits,) 421 passenger cars, 81 second class and emigrant cars, 222 baggage, mail, and express cars, and 14,597 freight cars.

The number of miles run by passenger trains during the last year was 4,563,688, by freight trains 8,457,816, and by switching and working trains 4,177,874, making a total of miles run of 17,198,378, which, as compared with 1874, shows a decrease of 1,437,826 miles. This decrease in mileage is almost entirely in the running of freight trains, and is accounted for by the fact that the number of cars per train has been increased.

The number of passengers carried one mile during the year is stated as 888,934,360, while last year's report showed 850,781,541. The number of passengers carried was 9,422,629, as against 9,878,862 in 1874.

The number of tons of freight carried in 1875 was 6,001,954, and in 1874, 6,114,878, or a decrease in 1875 of 112,724 tons. This decrease, according to the classifications made, consists entirely of products of the forest and animals, or lumber and

live stock. The total movement of freight is cent. of the gross earnings, and in 1874 58.09 per 1,404,008,029 miles for 1875, and 1,391,560,707 for 1874.

No variation appears in the capital stock from the report of last year, the total being now as then, \$89,428,800. This does not include the capital of the New York and Harlem, but does include \$195,400 of consolidated certificates which are convertible into capital stock but which have not yet been presented to the company for such conversion.

The total amount of the funded debt of the company is stated at \$40,008,667 62, or an increase for the year of \$1,518,925. The construction account has been increased by \$3,849,270 53, and now foots up \$96,355,774 50.

The gross earnings of the New York Central and Hudson River, and New York and Harlem Railroads for the years ending September 30, 1874 and 1875, were as follows:

	1874.	1875.
From passengers	\$2,012,666	\$1,862,769
From merchandise	8,380,301	8,026,008
From coal	8,920,914	7,688,899
From mail	52,686	54,048
From miscellaneous	85,554	81,408
Gross receipts	\$14,452,121	\$12,680,927
Expenses	8,731,916	8,190,159

	1874.	1875.
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From mail	52,686	54,048
From miscellaneous	85,554	81,408
Gross receipts	\$14,452,121	\$12,680,927
Expenses	8,731,916	8,190,159

Net profits, \$5,720,205 \$4,530,768

The decrease in business and profits is accounted for by the protracted strike in the anthracite regions during the first six months of the year, which deprived the company of its coal tonnage and reduced the usual receipts from the large local merchandise and passenger traffic which is the outgrowth of the coal trade and its attendant industries. It appears from the report that the entire coal tonnage of the company during the six months of the strike was but 1,088,241 tons, against 4,472,213 tons for the remaining six months of active work, while the net earnings for the two equal periods of suspension and activity were respectively \$26,065 65 and \$4,504,732 64. The belief is expressed that the control obtained by the company over the management of its business, by resisting the strike, costly as it was, will in the future compensate it for all losses thus sustained. The stockholders are informed that, in consequence of the loss of business by the strike, the reserved fund is practically exhausted by the January dividend, and as the business of the Winter months is never sufficient to supply a quarterly dividend, no dividend will be made until July, at which time whatever may have been earned will be divided as a semi-annual dividend.

The tonnage of the lands of the Philadelphia and Reading Coal and Iron Company for the year was 3,032,191 tons, of which but 545,614.14 tons were produced during the six months of the strike, and 2,486,676.12 during the remaining six months. The report concludes with the announcement of the successful issue in London of £2,000,000 of the general mortgage bonds of the company.

The committee having in charge the reorganization of the New Jersey Midland Railway report that satisfactory progress is being made, and that \$1,660,000 in bonds have already been surrendered. The committee have decided to extend the time of surrender of the bonds to the 1st

The operating expenses in 1876 were 59.46 per day of February next.

## RAILROAD AND CANAL DIVIDEND STATEMENT.

**Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.**

Marked thus (*) are leased out 1948	Stock out- standing	Dividend Periods.	Last Dividend Payable	Stock out- standing	Dividend Periods.	Last Dividend Payable	Stock out- standing	Dividend Periods.	Last Dividend Payable
Albany and Gasp* 100	22,260,000	J. & J.	Jan. '76 8	Long Island* 100	5,000,000	M. & S.	Mar. '75 10	Vermont and Mass. 100	\$2,900,000
Allegheny Valley* 50	2,256,350	— & —	—	Louisv., Olin. and Lex. 50	1,023,483	J. & J.	July '75 24	Warren (N. J.) 100	1,300,000
Atlanta and West Point 100	1,282,300	J. & J.	July '76 4	" 1st pref. 100	848,700	J. & J.	Jan. '76 24	Warwick Valley 100	225,000
Atlantic and Gulf* 100	3,696,000	J. & J.	—	Louisville & Nashville 100	8,930,000	F. & A.	Feb. '76 4	Westchester & Phil. pref. 100	821,500
" guar. 100	786,476	M. & S.	Nov. '75 34	Louisv., N. Atch. & Chi. 100	3,000,000	J. & D.	Dec. '75 8	West Jersey 100	1,358,750
Atlantic and St. Law* 100	20,494,904	M. & S.	Sept. '75 8	Lowell and Lawrence 100	200,000	A. & O.	Apr. '75 2	Winchester & Potomac 100	180,000
new 1870 100	1,500,000	— & —	—	Lykens Valley 200	200,000	F. & A.	Aug. '76 24	Winchester & Strasburg 100	500,000
Avon, Genesee & Mt. M. 100	225,000	A. & O.	Jan. '76	Macon and Western 100	2,500,000	J. & J.	July '75 24	Worcester and Nashua 75	1,789,300
Baltimore and Ohio* 100	13,161,942	M. & S.	Nov. '75 5	Main Central 100	3,400,000	— & —	—	Worcester and Nashua 100	—
Washington Br. 100	1,650,000	A. & O.	Jan. '76	Manchester and Law 100	1,000,000	M. & N.	Nov. '75 5	Worcester and Nashua 100	—
Berkshire* 100	900,000	quarterly	Jan. '76 10	Marietta & Cincinnati 100	1,406,912	M. & S.	—	Worcester and Nashua 100	—
Bloomsburg & Corning* 50	250,000	J. & D.	Dec. '75 23	" 1st pref. 50	813,719	M. & S.	Sep. '76 23	Albany City 100	110,300
Boston and Albany 100	20,000,000	M. & N.	Nov. '75 7	" 2d pref. 50	4,460,388	M. & S.	Sep. '76 23	Baltimore City 25	80,000
Bos. Olin & Fitchburg pref. 100	1,172,000	— & —	—	Massawippi* 100	400,000	J. & D.	Feb. '75 3	Bleeker & F. F. (N.Y.) 100	900,000
Agricultural Br. guar. 100	60,000	J. & D.	July '75 3	Memphis & Charleston 25	5,812,720	J. & D.	Jan. '76 8	Brown and Chelsea 100	110,000
Bost. Cone. & Mont. pref. 100	200,000	M. & N.	May '75 3	Michigan Central 100	18,738,204	J. & J.	Jan. '76 24	Broadway (Brooklyn) 100	200,000
Boston and Lowell 500	3,200,000	J. & J.	July '75 0	Mill Creek & Minch 100	323,375	J. & J.	Jan. '76 5	Broadway & 7th Av. (N.Y.) 100	2,100,000
Boston and Maine* 100	4,000,000	M. & S.	Sept. '75 5	Milwaukee and St. Paul 100	15,939,261	J. & J.	Dec. '75 23	Brooklyn City 100	1,600,000
Buffalo, N. Y. and Erie* 100	960,000	F. & A.	Sept. '75 5	" prof. 100	12,274,483	F. & A.	Aug. '74 24b	Brooklyn City & Newt. 100	488,100
Burlington and Mo. Riv. 100	5,254,208	M. & S.	Jan. '76 24	M. Hill & Schuyl. Hav. 50	8,356,450	J. & J.	Jan. '76 24	Brooklyn and Jamaica 100	100,000
" pref. 100	1,485,300	M. & S.	Jan. '76 24	Morris and Essex 100	1,046,100	J. & J.	Jan. '76 24	Bushwick (Brooklyn) 100	302,000
Camden and Amboy* 100	8,847,300	quarterly	—	Nashua and Lowell 100	300,000	J. & J.	Nov. '75 0	Cambridge 100	800,500
" pref. 100	—	—	—	Naugatuck 100	1,832,000	M. & N.	Feb. '76 24	Can. Park. N. & E. Riv. 100	1,065,400
Central and Atlantic 50	377,400	quarterly	Jan. '76 2	Nequonquon Valley* 100	1,000,000	J. & J.	Sept. '75 5	Citizens (Phil.) 50	500,000
Cape Cod 100	838,460	quarterly	Jan. '76 2	Newark and N. York 100	972,400	M. & N.	Nov. '75 4	Coney Island & Brooklyn 100	500,000
Orpe May and Millville* 50	1,020,330	J. & J.	Jan. '72 24	N. Bedford 100	1,078,500	J. & J.	Oct. '75 4	D. Doek, E. B'dw. & Bat. 100	1,200,000
Catasauqua & Fogelsv. 50	447,000	J. & D.	June '76 3	N. Castle & Beaver Val. 100	1,800,000	J. & J.	Sept. '75 5	Eight Avenue (N.Y.) 100	1,000,000
Catasauqua* 100	426,900	Novemb.	—	N. Haven & Northamp. 100	605,000	quarterly	Elizabeth and Newark 100	200,000	
" pref. 100	1,169,600	— & —	—	New Jersey* 100	7,295,200	quarterly	42nd St. & St. Ferry 100	748,000	
" 2d pref. 50	2,200,000	M. & N.	Nov. '75 24	New London Northern 100	1,418,800	J. & J.	Jan. '76 24	Frank & Southw. (Ph.) 50	491,350
Central and Georgia 100	1,000,000	M. & N.	Nov. '75 24	N.Y. Cen. & Hudson R. 100	90,423,330	J. & J.	Oct. '75 4	Germantown (Ph.) 50	1,00,000
Central of New Jersey 100	4,366,800	F. & A.	Aug. '75 24	New York and Harlem 100	8,500,000	J. & J.	Jan. '76 24	Girard College (Ph.) 50	560,000
Central of Ohio* 100	5,426,200	J. & D.	Dec. '75 2	N.Y. Provid. & Boston 100	2,500,000	J. & J.	Jan. '76 24	Grand St. and Newton 100	170,000
Central Pacific pref. 100	400,000	J. & D.	Dec. '75 2	Niag. Bridge & Canand 100	1,006,000	J. & J.	Jan. '76 24	Green & Coates St. (Ph.) 50	600,000
Central Pacific* 100	34,275,500	A. & O.	Oct. '75 24	North Carolina* 100	4,900,000	J. & J.	Jan. '76 24	Heston, Mantua & Fairm. 50	2,050,000
Central of Ohio 100	380,000	quarterly	July '75 14	North Eastern 100	96,000	M. & N.	Jan. '76 24	Highland 100	200,000
Cheshire, preferred 100	2,155,300	J. & J.	Sept. '75 2	North Pennsylvania 50	2,806,500	F. & A.	Feb. '76 24	Lomb. & South Sta. (Ph.) 25	105,000
Chicago and Alton 100	8,929,900	M. & S.	Sept. '75 2	North Penn. Central 50	5,842,000	M. & N.	July '75 5	Lynn and Boston 100	200,000
" pref. 100	2,425,400	M. & S.	Sept. '75 2	Northern N. Hamp. 100	3,063,400	J. & D.	Dec. '75 24	Malden and Melrose 100	200,000
Chicago, Burlington & Quincy 100	10,898,910	M. & S.	Sept. '75 2	Northern New Jersey 100	1,006,000	J. & J.	July '75 24	Metropolitan (Boston) 100	1,500,000
Chicago and Quincy 100	8,916,200	J. & J.	Jan. '76 24	Norwich & Worcester 100	2,004,400	J. & J.	Jan. '76 24	Middlesex (Boston) 100	400,000
Chicago & N. Western 100	14,994,000	J. & D.	Dec. '75 24	Orange and Newark 100	3,077,000	J. & J.	Jan. '76 24	Orange and Newark 100	282,550
" pref. 100	21,485,658	J. & J.	July '75 24	Philadelphia City 100	2,000,000	A. & O.	Oct. '75 4	Philadelphia City 50	750,000
Chicago, R. I. & Pacific 100	25,000,000	A. & O.	Oct. '75 24	Ohio and Mississippi 100	20,000,000	J. & J.	July '75 24	Philadelphia and Darby 20	200,000
Uln. Ham. & Dayton 100	5,265,300	A. & O.	Apr. '75 24	" pref. 100	4,249,450	J. & D.	Mar. '75 24	Phila. and Grey's Ferry 50	284,775
Uln. Card. and Clew* 50	2,980,550	— & —	—	Old Colony 100	6,738,300	J. & J.	Jan. '76 24	Second Avenue (N.Y.) 100	888,100
" pref. 50	4,135,100	M. & N.	Nov. '75 24	Owego and Syracuse 100	482,400	E. & A.	Aug. '75 24	Second & Third St. (Ph.) 50	962,100
Ulv. Col. & Ind. 100	1,991,275	J. & A.	Feb. '75 24	Pacific of Missouri 100	1,635,700	J. & J.	July '75 24	17th & 19th Streets (Ph.) 50	500,000
Cleveland & Mahoning* 50	2,057,650	M. & N.	May '74 24	Panama 100	7,000,000	J. & J.	Oct. '75 4	Sixth Avenue (N.Y.) 100	750,000
Cleveland & Pittsburg* 50	11,236,160	M. & N.	Nov. '75 24	Pateron and Hudson 100	3,632,000	J. & J.	Jan. '76 24	Third Avenue (N.Y.) 100	1,170,000
Gold Mine & Ind. Cen. 100	18,000,000	L.J.S.D.	Dec. '75 2	Pateron and Newark 100	250,000	J. & J.	July '75 24	13th & 16th street (Ph.) 50	1,000,000
Colum. & Hocking Val. 100	2,600,000	F. & A.	Aug. '75 24	Pateron and Ramapo 100	248,000	J. & J.	Jan. '76 24	23rd street (N.Y.) 100	600,000
Concord 100	4,000,000	M. & N.	Nov. '75 24	Pember & Hightstown 50	342,150	J. & J.	Jan. '76 24	Somerville (Boston) 100	98,000
Concord and Ports 100	3,600,000	J. & J.	Feb. '75 24	Pennsylvania 100	68,114,475	J. & A.	Nov. '75 2	South Boston 50	450,000
Conn. & Pease p. div. 100	2,100,000	F. & A.	Feb. '75 24	Providence & Worcester 100	1,200,000	F. & A.	Aug. '75 24	Union (Boston) 100	374,800
Connecticut River 100	2,100,000	J. & J.	Jan. '76 24	Philadelphia and Erie 50	2,400,000	J. & J.	July '75 24	Union (Phila.) 50	400,000
Cumberland & Atlantic 100	1,292,950	A. & O.	Oct. '75 24	" pref. 100	1,632,250	J. & J.	Dec. '75 24	West Philadelphia 50	490,000
Danbury and New Haven 100	600,000	A. & O.	Oct. '75 24	Phil. Ger. & Norristown 50	1,551,800	J. & J.	July '75 24	—	—
Danbury and New Haven 100	1,230,050	J. & J.	July '75 24	Phil. & Trenton 100	1,259,100	J. & J.	Jan. '76 24	—	—
Dei. Lackaw. & Western 100	23,500,000	quarterly	Jan. '76 24	Pittsb. Ft. W. & Chi. 100	19,714,285	J. & J.	July '75 24	—	—
Detroit & Milwaukee 50	822,140	— & —	—	" Special Imp. 100	2,000,000	M. & J.B.D.	Dec. '75 24	Chesapeake & Delaware 50	1,983,563
" pref. 50	1,085,000	J. & D.	Dec. '75 24	Pittsb. & W. Chi. 100	1,600,000	J. & D.	June '75 2	Chesapeake and Ohio 50	22,209,594
Dubuque & Sioux City 100	5,000,000	A. & O.	Oct. '75 24	Pittsb. & W. Chi. 100	1,600,000	M. & J.B.D.	June '75 2	Delaware and Hudson 100	2,633,350
East Pennsylvania* 50	1,309,200	J. & J.	July '75 24	Portl. Sacq. & Portiam 100	1,800,000	F. & A.	Aug. '75 24	Delaware and Hudson 100	20,000,000
East Mahany 50	392,950	J. & J.	Jan. '76 24	Providence & Worcester 100	2,000,000	M. & N.	Aug. '75 24	Delaware and Raritan 100	842,400
Eastern (N. H.) 100	4,097,000	J. & J.	July '75 24	Raleigh and Gaston 100	1,600,000	J. & J.	Dec. '75 24	Lehigh Coal & Navigation 50	9,949,900
Elmira, Jef. & Canand 100	490,000	F. & A.	Aug. '75 24	Rensselaer & Saratoga 100	6,000,000	J. & J.	Dec. '75 24	Monongahela Navigat. 50	1,003,500
Elmira, Jef. & Williamsport 100	500,000	M. & N.	Aug. '75 24	Rochester & Genesee Val. 100	555,200	J. & J.	July '75 24	Morris (consolidated) 50	1,025,000
Klimax & Williamsport 100	500,000	J. & J.	Jan. '76 24	Rome, Water, and Ogd. 100	2,996,500	J. & J.	July '75 24	" (proffered) 50	1,175,000
" pref. 50	500,000	J. & J.	Jan. '76 24	Rutland 100	2,479,700	J. & J.	July '75 24	Pennsylvania 100	4,327,500
Eric Hallway 100	18,000,000	Annual	Oct. '75 24	" preferred 100	1,683,700	F. & A.	Feb. '76 24	Schuyl. Nav. (common) 50	1,906,207
" pref. 100	8,556,910	J. & D.	Oct. '75 24	St. Croix and Penobscot 100	190,000	J. & J.	Jan. '76 24	" (pref.) 50	2,882,977
F. & A. 100	1,090,250	M.J.S.D.	Sept. '75 15	St. L. Kan. O. & North 100	12,000,000	F. & A.	Aug. '75 24	Susq. and Tide Water 100	2,002,746
Fitchburg 100	4,000,000	J. & J.	Jan. '76 24	" pref. 100	12,000,000	J. & J.	Dec. '75 24	Union 100	2,907,850
Georgia 100	4,200,000	J. & J.	July '75 24	St. L. Kan. O. & North 100	12,000,000	F. & A.	July '75 24	" preferred 100	—
Great Western (Oa.) 100	9,287,404	A. & O.	Apr. '75 24	St. L. Kan. O. & North 100	12,000,000	J. & J.	Jan. '76 24	W. Branch and Susq. 50	1,100,000
Mannford & St. Joseph 100	4,161,180	F. & A.	Aug. '75 24	St. L. Kan. O. & North 100	12,000,000	F. & A.	July '75 24	—	—
" pref. 100	8,078,224	J. & J.	Aug. '75 24	St. L. Kan. O. & North 100	12,000,000	J. & J.	Dec. '75 24	W. Branch and Susq. 50	1,100,000
Hanover Branch, (Ry.) 100	11,360	M. & N.	May '75 24	St. L. Kan. O. & North 100	12,000,000	F. & A.	Jan. '76 24	—	—
Hartford Extension 100	4,000,000	— & —	—	St. L. Kan. O. & North 100	12,000,000	F. & A.	July '75 24	W. Branch and Susq. 50	1,100,000
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '76 24	St. L. Kan. O. & North 100	12,000,000	J. & J.	Dec. '75 24	W. Branch and Susq. 50	1,100,000
Hannibal, pref. 100	1,160,000	quarterly	Jan. '76 24	St. L. Kan. O. & North 100	12,000,000	F. & A.	Jan. '76 24	W. Branch and Susq. 50	1,100,000
Huntington & Ed. Top 100	856,000	— & —	—	St. L. Kan. O. & North 100	12,000,000	F. & A.	July '75 24	W. Branch and Susq. 50	1,100,000
" pref. 100	4,670,750	J. & J.	July '75 24	St. L. Kan. O. & North 100	12,000,000	F. & A.	Dec. '75 24	W. Branch and Susq. 50	1,100,000
Illinois Central* 100	29,000,000	F. & A.	Sept. '75 24	St. L. Kan. O. & North 100	12,000,000	F. & A.	Jan. '76 24	W. Branch and Susq. 50	1,100,000
Indianapolis, Cln. & Lsf. 5,655,497	—	—	—	St. L. Kan. O. & North 100	12,000,000	F. & A.	July '75 24	W. Branch and Susq. 50	1,100,000
Iowa Falls & Sioux City* 100	4,625,000	J. & J.	Jan. '76 24	St. L. Kan. O. & North 100	12,000,000	F. & A.	Dec. '75 24	W. Branch and Susq. 50	1,100,000
Jefferson, Mad. & Ind. 100	2,000,000	J. & J.	Jan. '76 24	St. L. Kan. O. & North 100	12,000,000	F. & A.	Jan. '76 24	W. Branch and Susq. 50	1,100,000
Joliet and Chicago 100	1,500,000	quarterly	July '75 24	St. L. Kan. O. & North 100	12,000,000	F. & A.	July '75 24	W. Branch and Susq. 50	1,100,000
Joliet and North Indiana 100	200,000	J. & J.	July '75 24	St. L. Kan. O. & North 100	12,000,000	F. & A.	Dec. '75 24	W. Branch and Susq. 50	1,100,000
Lake Shore & Mich. So. 100	49,486,500	F. & A.	Feb. '75 24	St. L. Kan. O. & North 100	12,000,000	F. &amp			

## RAILROAD EARNINGS MONTHLY.

Atlantic & Pacific:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1873.	319,648	354,941	472,838	432,217	418,546	374,769	388,965	451,528	502,087	468,671	397,485	397,729	4,948,672
1874.	341,995	323,055	396,286	398,308	423,685	404,560	395,893	459,854	496,413	539,400	406,900	.....	.....
Central Pacific:	592,923	571,836	875,763	949,568	1,380,923	1,183,273	1,272,516	1,271,626	1,254,689	1,285,567	1,293,957	1,037,992	12,734,739
1873.	852,860	694,015	939,778	1,129,469	1,373,675	1,301,203	1,214,551	1,351,623	1,392,125	1,375,470	1,228,751	1,116,366	13,919,394
1874.	848,558	804,044	882,423	1,110,623	1,311,699	1,366,615	1,286,940	1,322,557	1,371,739	1,465,515	1,381,765	1,370,334	14,522,514
1875.	890,000	902,000	1,152,000	1,355,000	1,797,000	1,711,000	1,477,000	1,532,000	1,561,000	1,606,000	1,508,000	1,279,000	16,970,018
Chicago and Alton:	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,581	497,519	475,608	441,197	404,964	4,949,406
1871.	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	6,278,910
1872.	371,708	332,902	374,217	379,879	409,264	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,156,336
1873.	347,372	396,307	420,593	409,473	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,197,541
1874.	344,420	339,876	362,442	384,325	397,663	496,815	464,438	490,056	524,042	550,950	416,544	364,725	5,126,329
Chicago and Northwestern:	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,406
1871.	655,428	602,482	778,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	882,422	11,008,277
1872.	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,789	12,272,645
1873.	752,468	765,249	967,258	1,034,023	1,256,073	1,309,579	1,249,445	1,316,327	1,520,838	1,516,583	1,075,908	1,052,915	13,816,465
1874.	1,014,514	900,768	1,024,061	1,080,193	1,290,596	1,163,522	1,011,688	1,118,370	1,254,355	1,407,975	1,865,726	1,030,037	13,361,689
1875.	825,469	671,784	970,064	1,024,389	1,164,459	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Mil. & St. Paul:	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871.	396,760	327,431	400,149	483,884	663,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872.	460,986	387,565	426,223	474,168	580,432	594,769	489,348	565,729	911,961	950,945	702,838	513,787	6,967,771
1873.	334,715	423,716	555,287	574,258	805,802	929,211	844,341	767,871	1,193,210	1,012,741	771,790	843,192	9,046,124
1874.	654,426	657,497	576,271	742,051	964,930	886,709	749,215	704,373	798,855	862,153	694,250	662,283	6,953,017
Clev., Col., Cin. & Ind.:	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,026	293,615	271,555	242,621	3,095,965
1870.	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,819
1871.	270,204	273,751	315,149	295,460	281,491	288,775	314,860	360,759	374,671	338,723	340,635	317,773	3,766,343
1872.	340,791	330,023	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	359,743	4,462,625
1873.	363,921	413,043	448,924	413,443	436,459	411,260	393,500	465,503	466,796	423,893	327,804	322,596	4,867,448
1874.	374,406	292,730	328,537	352,993	317,881	345,188	336,572	418,731	387,376	409,237	353,564	325,399	4,246,606
Erie:	1,055,469	971,193	1,201,500	1,253,955	1,443,372	1,666,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872.	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873.	1,326,505	1,399,423	1,515,362	1,541,958	1,754,821	1,717,593	1,784,894	1,820,756	1,879,764	1,825,630	1,529,307	1,522,585	19,548,617
1874.	1,455,210	1,286,511	1,430,911	1,465,550	1,687,772	1,577,945	1,545,380	1,546,175	1,605,138	1,680,196	1,447,666	1,287,551	18,016,005
1875.	1,164,975	1,101,631	1,074,743	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:	634,744	529,617	563,598	620,239	713,162	718,722	707,992	836,041	890,287	753,184	755,438	688,131	8,404,142
1872.	637,430	531,637	575,393	569,871	649,966	659,363	609,846	783,255	744,793	881,693	696,475	698,063	8,026,754
1873.	602,241	597,429	660,759	553,913	635,459	742,600	684,840	769,748	884,485	797,121	836,039	703,692	8,266,325
1874.	583,998	517,674	561,793	586,962	672,234	692,416	627,454	711,969	758,536	838,307	668,943	680,438	7,900,721
1875.	551,534	455,158	586,188	566,716	584,764	599,928	702,784	651,302	737,884	841,433	737,854	682,098	7,892,901
Kansas Pacific:	133,673	152,264	267,411	303,916	306,944	266,086	282,723	332,555	365,446	387,999	303,306	210,197	3,391,518
1872.	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	229,940	3,693,183
1873.	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	268,217	201,492	3,496,160
1874.	170,349	178,429	245,774	292,143	316,647	316,379	293,247	.....	.....	.....	.....	.....	.....
Lake Shore & Mich. South'n:	599,289	1,003,887	1,168,963	1,177,878	1,099,494	1,042,301	906,397	1,182,303	1,242,956	1,294,124	1,362,917	1,396,787	13,509,936
1871.	1,090,039	1,082,666	1,320,092	1,235,281	1,201,783	1,148,481	1,140,368	1,304,253	1,377,653	1,410,867	1,353,362	1,243,594	14,898,449
1872.	1,349,375	1,302,139	1,504,478	1,536,193	1,489,333	1,332,727	1,235,145	1,472,074	1,643,640	1,774,821	1,567,875	1,492,235	17,699,935
1873.	1,445,220	1,600,933	1,774,128	1,709,880	1,663,040	1,604,448	1,446,966	1,566,914	1,791,376	1,785,186	1,433,738	1,572,633	19,414,509
1874.	1,569,780	1,363,355	1,491,280	1,518,123	1,373,678	1,335,319	1,225,831	1,414,819	1,532,602	1,589,497	1,335,892	1,365,986	17,146,131
Marietta & Cincinnati:	155,982	143,995	150,946	146,816	160,819	158,425	153,364	165,800	185,838	207,876	913,899	176,656	2,039,164
1873.	169,844	161,132	176,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	160,301	2,126,575
Michigan Central:	418,755	442,665	486,980	470,703	460,847	427,096	423,015	529,890	628,660	582,089	587,484	507,050	5,946,102
1872.	411,113	384,058	449,453	485,550	487,283	398,300	402,081	460,101	536,603	641,807	487,603	464,163	5,608,117
1873.	379,839	440,261	567,314	556,180	542,068	480,028	457,853	482,330	617,391	537,031	506,304	562,548	6,068,534
1874.	555,709	438,709	487,871	551,932	559,284	468,908	413,302	484,792	609,888	625,484	625,484	625,484	6,068,534
1875.	493,476	372,988	513,564	480,280	455,309	.....	.....	.....	.....	.....	.....	.....	.....
Mo., Kan. & Texas:	200,639	224,393	256,719	258,871	260,935	249,343	301,318	336,893	399,939	370,710	309,028	285,003	3,444,231
1874.	266,333	230,371	262,801	214,011	224,589	237,425	245,595	288,999	313,500	300,000	207,529	207,529	2,126,575
Ohio and Mississippi:	272,472	239,733	290,710	276,290	280,523	263,290	232,286	304,083	356,194	409,254	319,024	293,836	3,526,695
1873.	283,606	291,630	338,725	338,709	307,520	290,470	271,314	300,895	379,105	322,532	265,242	264,920	3,654,687
1874.	266,030	243,167	304,842	298,665	268,807	392,546	382,642	311,140	366,131	382,544	398,575	297,678	3,612,776
1875.	245,989	244,983	209,908	273,441	257,9								

## **NATIONAL AND STATE SECURITIES.**

Amounts outstanding.		Interest payable.	WHEN PAYABLE.	Market Price.	Amounts outstanding.		Interest payable.	WHEN PAYABLE.	Market Price.
Rate.	Days.				Rate.	Days.			
<b>National Securities, Jan. 1, 1876</b>					<b>Massachusetts</b> —(\$22,465,204):				
Loan of June 18, 1868.....	registered	\$260,000	5 Jan. & July.	1874	Lunatic Hospital Loan, 1874.....	650,000	5	Jan. & July.	1894
Loan of February 8, 1861.....	registered	13,794,000	6 Jan. & July.	1880	Harbor Land Improvement bonds, 1874	400,000	5	Jan. & July.	1894
.....	coupon	4,621,000	6 " " 1880	120 <sup>4</sup>	Back Bay Land bonds, 1861 and 1862	220,000	5	May & Nov.	1880
Oregon War Bonds of March 2, 1861.....	coupon	946,000	6 Jan. & July.	1881	Union Defense Loan, 1861.....	1,850,000	5	Jan. & July.	75-76
Loan of July 17, and Aug. 5, 1861.....	registered	12,900,650	6 Jan. & July.	1881	Union Defense Loan, 1862.....	50,000	5	June and Dec.	77-78
Loan of Feb. 26, 1862 (5-20s).....	coupon	63,420,700	6 " " 1881	Coast Defense Loan, 1863.....	888,000	5	Jan. and July	1883	
Loan of March 5, 1868.....	registered	53,683,350	6 Jan. & July.	1881	Bounty Fund Loan, 1863 and 1864.....	8,380,244	5	" "	110
.....	coupon	21,816,650	6 " " 1881	War Fund Loan, 1869.....	993,944	5	" "	1894	
Loan of March 8, 1864 (5-20s).....	registered	14,218,550	6 Jan. & July.	1882	Troy and Greenfield R. R. & Tunnel Loan	10,971,992	5	Various.	88-94
Loan of June 20, 1864 (5-20s).....	registered	16,448,150	6 " " 1882	E. H. & Erie R. R. Loan	3,569,020	5	Jan. & July.	1900	
Loan of March 8, 1865 (5-20s).....	registered	33,886,450	6 Jan. & July.	1881	Michigan—(\$1,664,000):				
.....	coupon	118,611,050	6 " " 1881	Renewal Loan bonds, 1868.....	105,000	5	" "	1878	
2d series (5-20s).....	registered	52,403,000	6 " " 1884	Two Million Loan bonds, 1863.....	1,082,000	5	" "	78-83	
.....	coupon	143,280,300	6 " " 1885	War Bounty Loan bonds, 1865.....	366,000	5	May & Nov.	1890	
3d series (5-20s).....	registered	89,157,200	6 Jan. & July.	1886	Minnesota—(\$2,156,000):				
.....	coupon	146,486,550	6 " " 1886	State Buildings Loan, 1867 to 1869.....	250,000	5	Jan. & July.	77-79	
4th series (5-20s).....	registered	14,630,500	6 Jan. & July.	1887	State Buildings Loan, 1873, coupon	7	" "	88-93	
.....	coupon	22,842,500	6 " " 1887	Railroad Aid bonds, 1858, (repudiated)	2,215,003	5	" "	1887	
Loan of March 3, 1864, (10-40s).....	registered	41,644,000	5 Mar. & Sept.	1904	Missouri—(\$17,839,000):				
.....	coupon	52,921,700	5 " " 1904	State Debt Proper, 1865 and 1863.....	439,000	6	" "	91-91	
Concess of July 14, '70 & Jan. 20, '71.....	registered	218,470,100	5 F. M. A. & N.	1881	Consolidation bonds, 1868.....	2,727,000	6	" "	102
.....	coupon	257,088,350	5 " " 1881	Funding Bonds, 1874.....	1,100,000	6	" "	94-95	
Debt matured and without interest (var.).....		22,712,500	5 Due.		Railroad Aid bonds, 1858-66.....	15,988,000	6	" "	92-97
Navy Pension Fund of July 28, 1868.....	(cur.)	14,000,000	5 Ired.		State Institution bonds, 1872 to 1874.....	505,000	6	" "	92-94
Certificates of Indebtedness 1870.....	(cur.)				Nevada—(\$1,060,000):				
Pacific R. R. Bonds (registered).....	(currency)	64,623,512			Bonds funding floating debt, 1871.....	160,000	10	Mar. & Sept.	1881
United States Notes.....		371,896,862			New Hampshire—(\$3,724,100):				
Fractional Currency.....		44,147,072			War Loan Bonds, of 1861.....	418,000	6	Jan. & July.	75-78
<b>State Securities, latest dates.</b>					War Loan Bonds, of 1864.....	600,000	6	Mar. & Sept.	84-89
<b>Alabama—(\$21,670,810):</b>					State bonds, 1873.....	500,000	6	Jan. & July.	79-80
.. Bonds (old), extended.....		2,582,800	5 May & Nov.	86-92	Equalization (Municipal) bonds, 1872.....	2,206,100	6	2d	05-07
.. Bonds (new), 1866 '68 '72 and '78.....		2,212,700	5 Jan. & July.	86-93	New Jersey—(\$2,496,300):				
.. Bonds (new), 1874.....		341,000	7 " " 1894	War Loan (tax free) bonds, 1861.....	1,000,000	6	" "	76-84	
R. R. Loans (\$2,300,000) & endorsement.....		15,051,000	8 " " 1894	War Loan (tax free) bonds, 1863.....	900,000	6	" "	86-96	
<b>Arkansas—(\$12,733,086):</b>				War Loan bonds, 1864.....	582,400	6	" "	97-02	
.. Bonds (Funding), 1860 and 1870.....		3,050,000	6 Jan. & July.	1899	New York—(\$29,776,787):				
.. Levee bonds (warrants), 1871.....		1,480,000	7 " " 1900	Bounty Loan bonds, coupon.....	1,057,000	7	" "	1877	
.. Deficiency Bonds, 1872.....		300,000	7 " " 1882	Bounty Loan bonds, registered.....	13,055,000	7	" "	1877	
.. Bonds for \$2,500,000), 1875.....		5,800,000	7 " " 1895	State (Deficiency) Stock, '23, part at will.....	1,809,007	5	J. A. J. & O.	1875	
Railroad Aid bonds, 1869 and 1870.....		5,800,000	7 April & Oct.	1900	Stock, 1858.....	880,781	6	" "	1876
<b>California—(\$3,226,400):</b>				Canal Stock (old).....	473,000	6	June & Dec.	1875	
.. Civil (B. F.) bonds, 1867 and 1866.....		75,500	7 Jan. & July.	1878	Canal Stock (old).....	880,000	6	" "	1877
.. Relief Fund bonds, 1865.....		95,500	7 " " 1883	Canal Stock, 1872.....	1,562,300	6	Jan. & July.	1857	
.. State Capitol bonds, 1870 to 1872.....		800,000	7 " " 1885	Canal Stock, 1875.....	847,500	6	" "	1883	
Funding bonds, 1873.....		2,801,000	7 " " 1893	Canal Stock, 1878.....	4,302,600	6	" "	1911	
<b>Connecticut—(\$4,014,000):</b>				Canal Stock, 1874.....	2,000,000	6	April & Oct.	1892	
.. War Loan bonds (10-20 yrs), 1861.....		505,900	5 Jan. & July.	1881	Railroad and Improvement (old) bonds.....	4,738,800	6	Jan. & July.	75-98
.. War Loan bonds (20 yrs), 1863 and '64.....		2,195,500	5 " " 1884	Railroad and Improvement (old) bonds.....	3,632,400	6	April & Oct.	75-98	
.. War Loan bonds (10-30 yrs), 1864.....		505,500	4 April & Oct.	1894	Railroad and Improvement (new) bonds.....	2,383,000	6	Jan. & July.	75-98
.. War Loan bonds (20 yrs), tax free, 1865.....		1,741,100	5 " " 1885	Funding (new) bonds, 1866.....	1,795,000	6	April & Oct.	75-98	
<b>Delaware—(\$1,931,000):</b>				Special Tax bonds.....	2,417,400	6	Jan. & July.	1900	
.. State bonds to railroads, etc.....		1,231,000	6 Jan. & July.	1888	Ohio—(\$7,985,205):				
District of Columbia—(\$12,790,000):				.. Loan (sinking fund), 1850.....	1,711,400	6	Jan. & July.	75-98	
.. Improvement (gold) bonds, 1872.....		4,000,000	6 Jan. & July.	1892	.. Loan (sinking fund), 1860.....	1,473,115	6	Jan. & July.	1876
.. Improvement (cur.) bonds, 1873.....		790,000	7 " " 1893	.. Loan (sinking fund), 1856.....	4,072,640	6	" "	1881	
Funding bonds, 1874, (guar. by U. S.).....		10,694,550	5 Feb. & Aug.	1924	Oregon—(\$24,027):				
<b>Florida—(\$6,451,767):</b>				.. Bounty and Relief bonds.....	2,400,000	6	" "	1886	
.. State bonds, 1871.....		350,000	7 Jan. & July.	1891	Willamette Canal and Lock bonds, 1870.....	46,027	7	" "	75-84
.. Consolidated (gold) bonds of 1875.....		609,200	8 " " 1890	Pennsylvania—(\$24,588,635):					
.. Loan (J. P. & M. R. R.) gold bonds, 1870		4,000,000	8 " " 1890	.. Inclined Plane Loan, of 1849.....	400,000	6	April & Oct.	1879	
<b>Georgia—(\$19,823,900):</b>				.. Loan of April 1852, reg. and coup.....	483,000	5	Jan. & July.	1882	
.. Bonds to Atlantic and Gulf R. R. ....		1,000,000	6 Feb. & Aug.	1878	.. Loan, May '52 & Apr. '52, reg. & coup.....	3,164,850	5	Feb. & Aug.	77-78
.. Bonds, act March 12, 1866.....		3,000,000	7 Jan. & July.	1886	Stock Loan of Feb. 2, 1867, 2d series.....	7,592,560	6	" "	102
.. Bonds (gold), act Sept. 1870.....		2,006,000	7 J. A. J. & O.	1890	.. Stock Loan of Feb. 2, 1867, 1st, 2d & 3d ser.....	9,271,550	6	" "	111
.. Bonds (gold), act Oct. 1870.....		1,880,000	7 April & Oct.	1890	.. Agricultural College Land Scrip, 1872.....	424,850	6	" "	12-82
.. Bonds (funding), 1873.....		1,200,000	8 " " 1886	Rhode Island—(\$2,638,000):					
.. Bonds to Brunswick & Albany R. R., '70		1,500,000	7 June & Dec.	1890	.. War Loan bonds of 1862.....	1,019,000	6	Mar. & Sept.	1882
Railroad aid bonds (endorsed), 1870 & '71		7,546,900	var.	.. War Loan bonds of 1863 and 1864.....	1,619,000	6	" "	105	
<b>Illinois—(\$1,889,045):</b>				South Carolina—(\$14,637,295):					
.. Interest bonds, 1847.....		940,445	6 Jan. & July.	1878	.. State House Stock, 1856 to 1861.....	944,918	6	Jan. & July.	77-89
.. Refunded Stock bonds, 1859.....		320,000	6 " " 1900	.. State House bonds, 1853 and 1854—cur.....	287,000	6	" "	71-80	
.. Chicago Relief bonds, 1871.....		250,000	5 May & Nov.	1881	.. Blue Ridge R. R. bonds, 1854.....	867,000	6	" "	55-79
<b>Indiana—(\$910,000):</b>				.. Funding Stock and bonds, 1866.....	884,113	6	" "	87-97	
Temporary Loan bonds, 1873.....		910,000	7 April & Oct.	1876	.. Funding and Convalescent bonds, 1868-69.....	3,164,850	6	J. A. J. & O.	82-99
.. War and Defense bonds, 1861.....		300,000	7 Jan. & July.	1881	.. Land Commission bonds, 1869 and 1870.....	261,000	6	Jan. & July.	1880
<b>Kansas—(\$1,336,175):</b>				.. Fire Loan Stock of 1858.....	292,641	6	J. A. J. & O.	1868	
.. Funding & co. bonds 1863 to 1864.....		101,175	6 Jan. & July.	1883	.. Relief (Treasury) bonds, 1860.....	616,000	7	Jan. & July.	1888
.. Bonds (various) 1866 to 1869.....		889,000	6 May & Nov.	1881	.. Consolidated bonds, 1872, reg. and coup.....	1,391,084	6	" "	1893
.. Military loan bonds, 1864 to 1869.....		346,000	7 " " 1875	.. Railroad bond endorsements.....	4,707,608	var.	" "		
<b>Louisiana—(\$21,096,100):</b>				Tennessee—(\$47,185,917):					
.. Treasury Relief bonds, 1853.....		725,000	6 Jan. & July.	1893	.. State Bonds (direct).....	2,641,000	6	April & Oct.	30 yrs
.. Levee bonds, 1866.....		1,000,000	6 " " 1886	.. Railroad, &c., Loan bonds.....	23,580,000	6	Jan. & July.	70-93	
.. Levee bonds, 1867.....		3,922,000	6 May & Nov.	.. Funding bonds, 1866 and 1868.....	7,141,000	6	" "	97-99	
.. Levee bonds, 1870.....		2,966,000	6 Mar. & Sept.	.. Funding bonds, 1873, coupon and reg.....	6,222,000	6	" "	1914	
.. Funding (coupon) bonds, 1868.....		722,100	6 Jan. & July.	1870	.. Frontier Defense (gold) bonds, 1870.....	864,000	7	Mar. & Sept.	1910
.. Funded (floating debt) bonds, 1870.....		2,821,000	6 May & Nov.	.. Funding bonds, 1866 to 1871.....	200,000	6	Jan. & July.	77-82	
.. Penitentiary bonds, 1869.....		497,000	7 Mar. & Sept.	.. Funding bonds, 1873 and 1874.....	26,96,000	10	Mar. & Sept.	93-94	
.. Miss. & Mex. Gulf Ship Canal bonds, '69		320,000	7 " " 1899	.. Revenue Deficiency (gold) bonds, 1871.....	257,000	10	Jan. & July.	1892	
.. Railroad Aid (various) bonds.....		2,325,000	6 " " 1899	.. Floating Debt Redeme. bonds, 1874.....	1,000,000	7	" "	1904	
.. Railroad Loan (var.) bonds, 1869 to 1871.....		4,750,000	8 " " 1900	.. Pension bonds, 1874.....	892,339	10	" "	1894	
.. Consolidated Funding bonds, 1874.....		951,554	7 Jan. & July.	Vermont—(\$312,500):					
<b>Maryland—\$11,096,019):</b>				.. War Loan bonds, 1862.....	312,000	6	June & Dec.	75-90	
.. Bonds to R. R. and Canals.....		5,004,120	6 J. A. J. & O.	1890	.. War Loan bonds, 1862.....	312,000	6	" "	
.. Bonds to R. R. and Canals.....		889,536	6 " " 1890	.. Coupon (old) bonds, 1851 to 1861.....	7,562,652	6	Jan. & July.	96-99	
.. Defense and Bounty bonds 1864 to 1868.....		3,232,583	6 Jan. & July.	.. Registered (old) bonds, 1851 to 1861.....	700,000	6	" "	10 to 35 yrs	
.. State Loan bonds, 1870 and 1874.....		998,471	6 " " 1890	.. Coupon (new) bonds, 1868 and 1869.....	20,269,005	6	" "	94 yrs	
<b>Maine—(\$7,083,400):</b>				.. Consol. (coup. receivable for tax).....	2,442,784	6	" "	1906	
.. Civil (var.) bonds, 1857 to 1861.....		171,000	6 Various.	.. Consol. (coup. not receivable) 1871.....	15,200,270	6	" "	43	
.. War and Bounty bonds, 1863 and 1864.....		6,832,500	6 Various.	.. Deferred (W. Va.) certificates, 1871.....	1,000,000	6	" "	cont'd	
.. Equitation (Municipal) bonds 1868.....		3,023,900	6 April & Oct.						

## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Interest Payable.			Price	Description of Bonds.	Amount.	Interest Payable.			Price
		When.	Where.	Due.				When.	Where.		
Adirondack:						Blue Ridge, (S. Car.):					
1st Mortgage.....	940,000	7 Jan. & July.	New York.	1890	...	1st Mort. guar. by State (gold).....	4,000,000	7* Jan. & July.	Charleston.	1890	...
Alabama and Chattanooga:						Boston and Albany:					
1st Mortgage, guar. by Ala. ....	5,200,000	8* Jan. & July.	New York.	1889	...	Currency bonds of Feb. 1, 1872.....	5,000,000	7 Feb. and Aug.	Boston.	1812	1124
2d Mortgage.....	2,673,000	8 " " "	"	1889	...	Boston, Clinton and Fitchburg:					
Receiver's Bonds.....	1,200,000	7 " " "	"	1889	...	1st Mortgage (Agricultural Br.).....	400,000	8 Jan. & July.	Boston.	1884	86
Alabama and Georgia:						1st Mortgage (Equalization).....	245,000	7 " " "	"	1889	92
1st Mortgage, guar. by Ala. & Ga. ....	16,000,000	8 Jan. & July.	New York.	1891	...	1st Mortgage (Consolidation).....	252,000	7 " " "	"	1890	92
Alabama Central:						Equipment Mortgage.....	350,000	8 Apr. and Oct.	"	1891	90
1st Mortgage.....	1,000,000	8 Jan. & July.	New York.	1901	...	Boston, Concord and Montreal:					
Albany and Susquehanna:						Sinking Fund Mortgage.....	543,000	8 Jan. and July.	Boston.	1889	77
1st Mortgage.....	1,000,000	7 Jan. & July.	New York.	1888	113	Consol. Mortgage for \$2,000,000.....	965,000	7 Apr. and Oct.	Boston.	1893	105
2d Mortgage.....	2,000,000	7 April & Oct.	"	1888	107	"	344,500	7 " " "	"	1895	...
3d Mortgage.....	434,000	7 May & Nov.	"	1881	101	Boston, Hartford and Erie:					
Albany Loan.....	933,000	6 " " "	"	1895	49	1st Mortgage (old).....	273,000	7 Mar. and Sept.	Boston.	1884	...
Alexandria and Fredericksburg:						1st Mortgage (Berdell).....	15,000,000	7 Jan. and July.	New York.	1890	184
1st Mortgage.....	1,000,000	7 June & Dec.	Philadelphia.	1896	...	1st Mortgage, guar. by Erie:	5,000,000	7 " " "	"	1900	101
Allegheny Valley:						Mass. L. (sec'd by \$4,000,000 Ber.).....	3,600,000	7* " " "	Boston.	1890	...
General Mortgage.....	3,967,000	7 Jan. & July.	New York.	1896	94	Boston and Lowell:					
Special Mortgage to Penn. ....	3,500,000	5 January.	Harrisburg.	1890	...	Bonds (Wharf Purchase).....	200,000	8 Apr. and Oct.	Boston.	1879	...
1st M. & E. Ext., guar. by Pa. R.R. ....	6,000,000	7 April & Oct.	Phil. or Lond.	1890	90	Bonds of 1872 for \$1,000,000.....	399,300	7 " " "	"	1892	96
Funding Income Bonds (guar.)	5,000,000	7* " " "	"	1894	49	Boston and Maine:					
American Central:						Bonds of 1893 (sup. and reg.).....	3,260,500	7 Jan. and July.	Boston.	1893	103
1st Mort. guar. by C. B. & Q. ....	645,000	8 Jan. & July.	New York.	1878	104	1st mortgage.....	500,000	7 Feb. and Aug.	New York.	1895	102
Androscoggin:						Boston and Providence:					
1st Mortgage (Bath Loan).....	425,000	8 Jan. & July.	Bath, Me.	1891	...	Bonds to purchase P. W. & B. Rd. ....	500,000	7 Jan. and July.	Boston.	1893	108
Arkansas Central (narrow gauge):						Brunswick and Albany:					
1st Mortgage.....	1,200,000	7* Jan. & July.	Lond. or Ama.	1891	...	1st Mort. (gold) end. by Ga. tax fr. ....	3,630,000	6* Apr. and Oct.	New York.	1896	...
Ashtabula, Youngstown & Pitts. ....	1,500,000	7* April & Oct.	New York.	1901	...	2d Mort. sinking fund gold.....	2,350,000	7* " " "	"	1893	...
1st Mortgage.....	400,000	7 Jan. and July.	Pittsburgh.	1904	...	Buffalo, Bradford and Pittsburg:					
Atchison and Nebraska:						General Mortgage.....	580,000	7 Jan. & July.	New York.	1890	...
1st Mortgage.....	3,750,000	8 March & Sept.	Boston.	1896	...	Buffalo, Corry and Pittsburg:					
Atchison, Topeka and Santa Fe:						1st Mortgage.....	700,000	7 Jan. and July.	New York.	1890	...
1st Mortgage (gold).....	7,641,000	7 Jan. & July.	New York.	1899	69	Buffalo and Erie:					
Land Grant Mortgage (gold).....	3,276,500	7 April & Oct.	Boston.	1900	66	Mort. bonds (ass'd by LS&MS).....	200,000	7 Jan. and July.	New York.	1892	...
1st Mort. (Wichita Branch) guar. ....	412,000	7 Jan. & July.	"	1902	...	Mort. bonds ( " " " ).....	300,000	7 March & Sept.	"	1896	...
Consol. Second Mort. (gold).....	976,000	7 April & Oct.	N. Y. or Boston.	1903	35	Mort. bonds ( " " " ).....	3,000,000	7 Apr. and Oct.	"	1896	102
Income bonds.....	475,000	12 Jan. & July.	Boston.	1894	94	Buffalo and Jamestown:					
Atlanta and Richmond Air Line:						1st Mortgage.....	1,000,000	6* " " "	New York.	1902	...
1st Mortgage (guar. by Georgia).....	4,248,000	8 Jan. & July.	New York.	1900	60	Buffalo, New York and Erie:					
Atlantic and Great Western:						1st Mortgage (assumed by Erie).....	2,000,000	7 June & Dec.	New York.	1877	88
1st Mortgage (gold).....	14,922,200	7* Jan. & July.	N. Y. or Lond.	1902	...	Buffalo, New York & Phila.:					
2d Mortgage (gold).....	10,173,070	7* March & Sept.	"	1902	...	1st Mortgage.....	2,296,000	6* Jan. & July.	New York.	1896	...
3d Mortgage (gold) Income.....	28,783,000	7* May & Nov.	"	1902	...	2d Mortgage for \$1,000,000.....	281,500	10 " " "	"	1893	...
Atlantic and Gulf:						Burlington, Cedar Rapids & Minn.:					
Consolidated 1st Mortgage.....	2,810,200	7 Jan. & July.	New York.	1887	...	1st Mortgage, stg., skg. fund....	540,000	7* May & Nov.	N. Y. & Lond.	1910	40
1st Mortgage (S. Ga. & Fla. R.R.) ....	464,000	7 May & Nov.	"	1888	...	1st Mort. (gold) Mil. Div. ....	2,200,000	7* Feb. and Aug.	"	1902	...
2d Mortgage (S. Ga. & Fla. R.R.) ....	300,000	7 " " "	"	1889	...	Burlington and Missouri River:					
Atlanta and Lake Erie:						Land and R. R. Mortgage.....	4,661,050	7 April & Oct.	N. Y. & Lond.	1894	108
1st Mort. (gold) for \$6,000,000.....	.....	7* Jan. & July.	New York.	1901	...	Stock Bonds pref. 3d len.....	375,000	8 Jan. & July.	Boston.	1878	...
Atlantic, Miss. and Ohio (2d m.) ....	15,000,000	7* April & Oct.	New York.	1901	...	Stock (common) Bonds.....	308,500	8 April & Oct.	N. Y. & Lond.	1894	106
1st Mortgage for \$15,000,000.....	5,470,000	7* May & Nov.	"	1902	...	Stock (common) Bonds.....	318,500	8 Jan. & July.	"	1894	106
2d Mort. to State (no int. till '90) ....	4,000,000	7* " " "	"	1902	...	Stock (common) Bonds.....	413,500	8 " " "	"	1890	...
Atlantic and Pacific:						Burlington and Mo. Riv. in Neb.:					
Land Mortgage gold bonds.....	2,229,000	6* Jan. & July.	New York.	1888	...	1st Mortgage convertible.....	5,716,000	8 Jan. & July.	N. Y. & Lond.	1894	97
2d Mortgage for \$3,000,000 (gold) ....	2,015,500	6* May & Nov.	"	1891	...	Bonds convertible until 1892.....	300,000	8 " " "	Boston.	1888	90
1st Mort. (S. Pac. R. R. assumed) ....	7,188,500	6* Jan. & July.	"	1888	...	Burlington and Southwestern:					
1st Mort. (Central Div.) gold.....	1,190,000	6* May & Nov.	"	1891	...	1st Mortgage (\$20,000 per mile).....	1,800,000	8 May & Nov.	Boston.	1891	...
1st Mort. (Central Div.) L. G. ....	794,000	6* " " "	"	1901	...	Cairo and Fulton (Arkansas):					
Equipment Bonds.....	753,000	10 June & Dec.	"	1883	...	1st Mort. (R. R. and lands) S. F. ....	5,000,000	7* Jan. & July.	New York.	1897	...
Income Bonds (for funding).....	529,000	6* " " "	"	1883	...	Cairo and St. Louis (3 ft. gauge):					
Land Debentures.....	500,000	10 J. A. J. & O.	"	1884	...	1st Mortgage.....	2,500,000	7 April & Oct.	New York.	1897	...
Atlantic and St. Lawrence:						Cairo and Vincennes:					
Sterling bonds (not Mort. of 1853).....	484,000	6* May & Nov.	L. & N.	1878	...	1st Mortgage, gold.....	3,500,000	7* April & Oct.	N. Y. & Lond.	1869	...
2d Mortgage (sterling) of 1864.....	1,500,000	6* April & Oct.	"	1884	...	2d Mortgage.....	1,500,000	7* Jan. & July.	"	1898	...
3d Mortgage (sterling) of 1871.....	118,000	6* May & Nov.	"	1891	...	California Pacific:					
Portland City Bonds, 1st M. s. f. ....	787,000	6* " " "	Portland.	1886	...	1st Mortgage, sinking fund.....	2,250,000	7* Jan. & July.	New York.	1889	...
Bald Eagle Valley:						Extension, or 2d Mortgage.....	3,500,000	7* " " "	"	1898	...
1st Mortgage.....	354,000	8 Jan. & July.	Philadelphia.	1881	...	First Income bonds.....	1,000,000	10* " " "	"	1898	...
2d Mortgage.....	100,000	7 " " "	"	1884	...	2d Income, or double track b'ds.....	1,000,000	6* " " "	"	1898	...
Baltimore and Ohio:						Camden and Amboy:					
Loan of 1850-'51.....	570,500	6 Jan. & July.	Baltimore.	1880	105	Loan of 1858.....	1,100,000	6 Feb. & Aug.	Philadelphia.	1888	1014
Loan of 1855-'56.....	1,710,000	6 April & Oct.	"	1885	...	Loan of 1859.....	866,000	6 June & Dec.	Princeton.	1888	99
Loan of 1855-'56 (Balt.) skg. fd. ....	3,252,247	6 Jan. & July.	"	1890	...	Mortgage Loan of 1859.....	5,000,000	6 May & Nov.	Philadelphia.	1888	105
Loan of 1870-'96 (stg.) skg. fund.....	3,525,486	6* March & Sept.	London.	1895	...	Sterling Loan, S. F. (£262,000).....	1,286,000	6* Feb. & Aug.	London.	1888	...
Loan of 1872-1902 (stg.) S. F. ....	9,374,112	6* " " "	"	1902	...	Camden and Atlantic:					
Loan of 1874-1910 (stg.) S. F. ....	9,080,000	6* May & Nov.	"	1910	...	1st Mortgage.....	490,000	7* Jan. & July.	Philadelphia.	1898	105
3d Mort. (N. W. Va. R.R. ass'd) ....	140,000	6 Jan. & July.	Baltimore.	1885	100	2d Mortgage.....	500,000	7 April & Oct.	"	1878	103
Baltimore and Potomac:						Camden and Burlington County:					
1st Mort. (Tunnel) gold guar. ....	1,800,000	6 Jan. & July.	Baltimore.	1911	...	Consolidated 1st Mortgage.....	350,000	6 Feb. & Aug.	Philadelphia.	1897	98
1st Mortgage (R. R.) gold guar. ....	3,000,000	6 April & Oct.	"	1911	...	Canada Southern:					
Bangor and Piscataquis:						1st Mort. (skg. fd.)'d for \$9,000,000.....	9,000,000	7* Jan. & July.	New York.	1908	92
1st Mortgage (Bangor loan).....	200,000	6 April & Oct.	Boston.	1899	...	Cape Girardeau and State Line:					
1st Mort. (Bangor loan) extens'n Bay City and East Saginaw:	120,000	7 " " "	"	1901	...	1st Mortgage (gold).....	1,000,000	7 Jan. & July.	"	1891	...
1st Mort. guar. by F. & P. M. Co. ....	100,000	10 Jan. & July.	Detroit.	1886	...	Cape May and Millville:					
Bedford and Bridgeport:						2d Mort. guar. by W. Jersey R.R. ....	400,000	7 April & Oct.	Camden.	...	95
1st Mortgage.....	1,000,000	7 April & Oct.	Philadelphia.	1892	...	Carbondale and Shawneetown:					
Belfast and Moosehead Lake:						1st Mortgage.....	200,000	7* Jan. & July.	"	1892	...
1st Mortgage (gold).....	150,000	6 May & Nov.	Portland.	1890	...	Caroline Central:					
Bellefonte and Snow Shoe:						1st Mortgage.....	3,000,000	6* Jan. & July.	New York.	1892	75
1st Mortgage.....	90,000	6 " " "	Philadelphia.	1888	...	2d Mortgage—Income Bonds.....	3,000,000	7 April & Oct.	"	1914	...
Bellefontaine and Indiana:						1st Mort. guar. by C. B. & Q. ....	472,500	8 May & Nov.	New York.	1879	100
1st Mort. ass'd by C. O. C. & I. ....	483,000	7 Jan. & July.	New York.	1899	...	Cataswissa:					
Bellefontaine and Southern Illinois:						1st Mortgage (old).....	220,500	7 Feb. & Aug.	Philadelphia.	1882	...
1st Mort. guar. by St. L. A. & T. H. ....	1,100,000	8 April & Oct.	New York.	1896	...	1st Mortgage (new).....	1,300,000	7 " " "	"	1900	94
Beitoit and Madison (C. & N.W.) ....	1,244,000	7 Jan. & July.	New York.	1888	...	Chattel Mortgage.....	200,350	8 May and Nov.	"</td		

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Cash."

AMERICAN RAILROAD BOND LIST.											
Description of Bonds.		Amount	Rate	Interest Payable.			Amount	Rate	Interest Payable.		
				When.	Where.	Due.			When.	Where.	Due.
Cedar Rapids & Mo. Riv. (C & NW):											
1st Mortgage, 1st Div. \$10,000 p.m.	700,000	7	Feb. & Aug.	New York	1891	...					
1st Mortgage 2d Div. \$10,000 p.m.	582,000	7	" " "	"	1894	...					
1st Mortgage 3d Div. \$16,000 p.m.	2,400,000	7	May & Nov.	"	1916	92					
Central Branch Union Pacific:											
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York	1890	...					
2d Mortgage Governmental asid.	1,600,000	6	Jan. & July	"	1894	...					
Central of Georgia:											
General Mort. for \$5,000,000...	2,287,000	7	Jan. & July	N.Y. & Savannah	1895	...					
Macon & West. (Atlanta) b'd's	150,000	7	April & Oct.	Savannah	1850	...					
Central of Iowa:											
1st Mortgage, gold, \$16,000 p.m.	3,700,000	7*	Jan. & July	New York	1890	...					
2d Mortgage, gold, \$4,000 p.m.	925,000	7*	April & Oct.	"	1901	...					
Central of L. I. (Plain, N.C. & C.):											
1st Mortgage	1,275,000	7	May & Nov.	New York	1889	...					
Central of New Jersey:											
Convertible bonds of 1872...	4,770,000	7	May & Nov.	New York	1902	107					
1st Mort. (New) for \$5,000,000...	6,000,000	7	Feb. & Aug.	"	1890	115					
Newark Branch Bonds.	600,000	7	Jan. & July	"	1887	...					
Loan of Leb. C. & Nav. Co. (ass'd)	2,310,000	6	J. A. J. & O.	Philadelphia	1897	...					
Consol. Mort. for \$25,000,000...	6,063,900	7	" "	New York	1890	109					
General Ohio (B. and Q.):											
1st Mortgage guaranteed...	2,600,000	6	March & Sept.	Baltimore	1890	100					
Central Pacific of California:											
1st Mort. 30 years bonds, (gold).	25,781,000	6*	Jan. & July	New York	1865-1899	164					
Convertible 20 years bonds, gold	1,483,000	7*	" "	"	1883	166					
State Aid B'd's (Int. by State) gold	1,500,000	7*	" "	Sacramento	1884	112					
2d Mort. (Government's Subsidy).	25,885,000	6	" "	U.S. Treasury	1865-1899	108					
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York	1899	97					
1st Mort. (Calif. & Oregon) gold	7,391,000	6*	" "	"	1888	91					
1st Mort. (S. Fr. Okid. & Ala.)	500,000	6*	" "	"	1900	92					
1st Mort. (San Joaquin V. D.) gold	6,090,000	6*	April & Oct.	"	1900	93					
Land bonds (Cen. Pac. Co.) gold	9,049,000	6*	" "	"	1900	96					
Central Vermont:											
1st Mort. Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston	1886	10					
2d Mort. Consol. ( " )	1,500,000	7	June & Dec.	"	1891	44					
1st Mort. (Stan. Sheff. and Ct.)	500,000	7	Jan. & July	"	1887	46					
Income and Extension Bonds.	1,008,600	8	May & Nov.	"	1902	60					
Equipment Mort. (Vt. Central).	1,000,000	8	" "	"	1906-1977	58					
Equipment Mort. ( " )	1,000,000	8	" "	"	1889	58					
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July	"	1891	58					
Mississip. R.R. ( " )	500,000	7	" "	"	1891	39					
Cent. Vt. (Vt. & Ca. Mort.) b'd's	3,000,000	6	March & Sept.	"	1904	...					
Charleston and Savannah:											
1st Mortgage, by State...	606,000	6	March & Sept.	Charleston	1877	...					
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	...					
Charlotte, Columbia & Augusta:											
1st Mortgage...	2,000,000	7	Jan. & July	New York	1895	...					
Charlottesville:											
1st Mort. guar. by Penna. ....	500,000	7	April & Oct.	Philadelphia	1901	...					
Charlottesville and Darlington:											
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston	1888	...					
2d Mortgage dated Jan. 1, 1889.	75,000	7	Jan. & July	"	1888	...					
Cherry Valley, Sharon and Alb.:											
1st Mort. con. guar. by A. & Co.	800,000	7	June & Dec.	New York	1890	...					
Chesapeake and Ohio:											
1st Mort. (gold) skg fd for \$16,000,000	15,000,000	6*	May & Nov.	New York	1899	83					
1st Mort. Extension (con. or reg)	4,758,000	7*	Jan. & July	"	1902	...					
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "	"	1890	...					
3d Mort. ( " ) coupon...	918,000	6	" "	"	1884	...					
Income ( " ) coupon...	300,000	6	" "	"	1876	...					
Funded Interest, coupon...	100,500	8	" "	"	1877	...					
Cheshire:											
Coupon bonds (no Mort.)...	773,800	6	Jan. & July	Boston	177-180	90					
Chester Creek (Phil. & Balt. Cent.):											
1st Mort. guar. by P. W. & B.	125,000	6	Jan. & July	Philadelphia	1903	...					
Chester and Tamaqua:											
1st Mortgage...	600,000	7*	May & Nov.	New York	1901	...					
Chicago and Alton:											
1st Mortgage pref. sinking fund	77,000	7	May & Nov.	New York	1877	100					
1st Mortgage...	2,883,000	7	Jan. & July	"	1898	112					
2d Mortgage Income...	1,087,000	7	April & Oct.	"	1888	108					
Consol. Bonds (\$200 stg. each).	2,919,000	6*	Jan. & July	London	1903	...					
1st Mort. (St. L. J. & C.) assumed	564,000	7	April & Oct.	New York	1894	100					
2d Mort. ( " )	188,000	7	Jan. & July	"	1898	...					
1st Mort. (Louisiana and Mo.)	4,300,000	7	Feb. & Aug.	"	1900	97					
Chicago, Burlington and Quincy:											
Trust Mortgage skg fund...	2,589,000	8	Jan. & July	New York	1888	118					
Trust Mortgage, skg fund conv.	156,000	8	" "	"	1893	...					
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	"	1890	...					
Loan of 1872...	2,648,675	7	Jan. & July	Boston	1890	107					
Bonds of 1875, Sinking Fund...	462,000	5	June & Dec.	"	1895	88					
Consol. Mortgage for \$30,000,000	10,330,500	7	" "	"	1903	108					
1st Mort. (Am. Cen. R. R.) guar.	654,000	8	" "	"	1878	104					
1st Mort. (Car. and Burl.) guar.	503,500	8	May & Nov.	"	1879	106					
1st Mort. (Dix. Peo. and Han.) guar.	756,000	8	Jan. & July	"	1890	101					
1st Mort. (Ill. Gr. Trunk.) guar.	933,000	8	April & Oct.	Boston	1890	104					
1st Mort. (Keok. & St. Paul.) guar.	864,500	8	" "	"	1879	107					
1st Mort. (O. & F. & Fox Rv.) guar.	1,231,000	8	Jan. & July	N.Y. & Boston	1900	...					
1st Mort. (Peo. and Han.) guar.	571,000	8	" "	"	1878	...					
1st Mort. (Quincy & War.) guar.	756,000	8	" "	"	1890	105					
2d Mort. (Northern Cross) gold.	941,000	4*	" "	Frankfort	1890	...					
Chicago and Canada Southern:											
1st Mortgage...	2,467,000	7*	April & Oct.	New York	1902	...					
Chicago, Cincinnati and Louisv.:											
1st Mortgage...	1,000,000	7	Jan. & July	New York	1887	...					
Chicago, Clinton and Dubuque:											
1st Mort. guar. C. and Q. ....	1,500,000	8	June & Dec.	Boston	1890	...					
Chicago, Dauville and Vincennes:											
1st Mortgage (Ill. Div.) gold...	2,500,000	7*	April & Oct.	New York	1909	...					
1st Mortgage (Ind. Div.) gold...	825,000	7*	" "	"	1912	...					
Chicago, Dubuque and Minn.:											
1st Mort. guar. \$25,000 p.m.	4,426,000	8	June & Dec.	Boston	1890	25					
Chicago and Iowa:											
1st Mortgage \$2,200,000....	2,200,000	8	Jan. & July	N.Y. & Boston	1901	82					

## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Interest Payable.			Description of Bonds.	Amount.	Interest Payable.						
		Rate.	When.	Where.			Rate.	When.	Where.				
Cleveland and Pittsburgh (Pa. Co.): Construction and Equip. bonds.	\$600,000	7	Jan. and July.	New York.	1913	...	Detroit & Bay City (Mich. Cent.): 1st Mort. (\$424,000 guar.)	2,380,000	8	May and Nov.	New York.	1902	4
4th (now 3d) Mortgage guar.	1,096,000	6	"	"	1892	101	2d Mortgage, Eel River and Illinois:	1,826,000	8	Jan. & July.	New York.	1891	4
Consol. sinking fund guar.	1,487,000	7	May & Nov.	"	1895	108	1st Mortgage for \$22,000 p.m.	1,170,000	8	June & Dec.	New York.	1890	4
Clev., Painesville & Ashtabula: Reg'd bds (ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	106	2d Mort. (\$16,000 p.m. guar.)	300,000	8	Jan. & July.	"	1881	4
3d Mortgage (ass'd by LS&MS.)	1,000,000	7	April & Oct.	"	1892	101	Detroit, Hillsdale and Indiana: 1st Mort. (\$16,000 p.m. guar.)	1,170,000	8	June & Dec.	New York.	1890	4
Oleveland and Toledo: 1st Mort. a.f. (ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	107	2d Mortgage, (coupon) " "	3,219,000	8	April & Oct.	Boston.	1896	4
2d Mortgage (ass'd by LS&MS.)	960,000	7	April & Oct.	"	1890	102	1st Mortgage (on Branches):	575,000	8	June & Dec.	"	1897	4
Colebrookdale: 1st Mort. guar. by Ph. and Edg.	684,700	6	June & Dec.	Philadelphia.	1898	...	2d Mortgage:	1,359,000	8	Feb. & Aug.	"	1893	4
Colorado Central (3 ft. gauge): 1st Mortgage.	225,600	8	June & Dec.	Boston.	1890	...	1st Mort. (Toledo and Lansing):	770,000	8	Jan. & July.	New York.	1888	4
Columbus, Chicago & Ind. Cent.: 1st Mortgage Consol. skg fund.	16,344,750	7	April & Oct.	New York.	1808	45	2d Mort. ( " )	81,000	8	May & Nov.	"	1880	4
2d Mortgage skg fund.	5,582,400	7	Feb. & Aug.	"	1890	15	Detroit & Milwaukee (Gt. W. of C.): 1st Mortgage, (D. & M. R. R.)	2,500,000	7	May & Nov.	New York.	1875	4
Income convertible.	3,892,000	7	"	"	1890	...	2d Mortgage ( " )	1,000,000	8	"	"	1876	4
1st Mort. (Chi. and Gt. Eastern.)	461,000	7	April & Oct.	"	1888	68	1st Funded Coup. (D. & M. R. R.)	626,924	7	Jan. & July.	"	1875	4
2d Mort. ( " )	344,400	7	Jan. & July.	"	1888	68	2d Funded Coup. ( " )	378,784	7	May & Nov.	"	1875	4
1st Mort. (Chi. and Gt. Air-L.)	194,100	7	Feb. & Aug.	"	1890	...	1st Mort. (Detroit & Pontiac R. R.):	150,000	7	April & Oct.	"	1878	4
1st Mort. (Col. and Ind. Cent.)	39,650	7	May & Nov.	"	1886	...	2d Mort. ( " )	100,000	7	Jan. & July.	"	1878	4
2d Mort. ( " )	2,432,600	7	Jan. & July.	"	1904	...	Bonds of Sept. 1, 1886:	250,000	8	Feb. & Aug.	"	1886	4
1st M. (Col. & Ind.) 1st&2d pref.	821,000	10	May & Nov.	"	1904	...	Bonds of June 30, 1886:	110,000	7	March & Sept.	"	1886	4
2d Mortgage (Ind. Central.)	209,500	7	Jan. & July.	"	1888	...	1st Mort. ( " )	1,702,317	8	Jan. & July.	"	1886	4
1st Mort. (Pol. Logansport & Bur.)	554,500	7	Feb. & Aug.	"	1884	...	Detroit, Mon. & Tol. (L. Sh. & M. S.): 1st Mortgage Aug. 1, 1866	924,000	7	Feb. & Aug.	New York.	1876	102
Income ( " )	74,924	7	"	"	1882	...	1st Mort. guar. by C. B. and Q.	753,000	8	Jan. & July.	New York.	1880	101
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	"	1905	...	Dubuque and Sioux City: 1st Mortgage tax free:	882,000	7	Jan. & July.	New York.	1883	114
Columbus, Springfield and Cin.: 1st M. (assumed by Cin. S. & O.)	1,000,000	7	March & Sept.	New York.	1901	...	Dubuque Southwestern: 1st Mortgage:	450,000	7	April & Oct.	New York.	1883	114
Columbus and Hocking Valley: 1st Mortgage skg fund.	1,500,000	7	April & Oct.	New York.	1897	...	1st Mortgage, preferred:	78,500	7	Jan. & July.	"	1883	114
1st M. on Branch (2d on main): General Mortgage.	300,000	7	Jan. & July.	"	1880	...	Dunkirk, Allegheny Val. & Pittab.: 1st Mortgage (gold):	1,200,000	7	June & Dec.	New York.	1900	...
Columbus and Xenia: 1st Mortgage, guar. by Pa. R. R.	634,600	7	"	"	1892	...	Dutchess and Columbia: 1st Mortgage Jan. 1, 1868:	1,500,000	7	Jan. & July.	New York.	1900	...
Connecticut River:	302,000	7	March & Sept.	New York.	1890	...	1st Mort. endorsed by Alabama:	400,000	8	Jan. & July.	"	1890	...
Connecticut and Passumpsic Riv.: New Mortgage for \$1,000,000.	670,500	7	April & Oct.	Boston.	1893	95	1st Mortgage guar. by Pa. R. R.:	140,000	7	Jan. & July.	Philadelphia.	1886	...
1st Mortgage sinking fund.	289,500	6	June & Dec.	"	1876	...	East Pennsylvania (Ph. & Rel.): 1st Mortgage, guaranteed:	495,900	7	March & Sept.	Philadelphia.	1886	106
Coupon Notes.	607,500	7	"	"	1876	96	1st Mort. skg fund for \$3,500,000:	2,999,000	7	Jan. & July.	New York.	1900	98
1st Mort. (Massawippi) guar. gold	400,000	6	Jan. & July.	"	1876	...	2d Mortgage:	190,000	4	"	"	1873	...
Connecticut Valley:	250,000	6	March & Sept.	Boston.	1878	...	Endorsed Bonds (East T. & V.):	147,000	6	May & Nov.	"	1886	...
Connecticut Western:	1,000,000	7	Jan. & July.	New York.	1901	...	Endorsed Bonds (East T. & Ga.):	92,000	6	Jan. and July.	"	1886	...
1st Mortgage tax free.	2,674,000	7	Jan. & July.	N. Y. & Bost.	1900	...	Company Bonds (E. T. & Ga., old):	635,000	6	"	"	1870	...
Connecting (Philadelphia): 1st Mort. ABCD & E \$200,000 each	991,000	6	March & Sept.	Philadelphia.	1,2,3,4	94	Company Bonds ( " new):	125,400	6	"	"	1870	...
Cooperstown and Susq. Valley:	100,000	7	March & Sept.	New York.	1889	...	Eastern (Mass.): 1st Mort. (Roxbury R. R.) assumed:	194,400	6	Jan. & July.	Boston.	1876	...
Cowan's Valley: 1st Mortgage, gold.	100,000	7	March & Sept.	"	1882	...	Loan of 1865-'85:	160,000	6	April & Oct.	"	1885	...
2d Mortgage.	95,000	7	Jan. & July.	New York.	1902	...	Loan of 1867-'87:	96,000	7	March & Sept.	"	1887	...
Cumberland & Penn. (Consol. Coal): 1st Mortgage.	160,000	7	May & Nov.	"	1882	...	Loan of 1868-'88:	1,000,000	6	March & Sept.	"	1888	...
2d Mortgage, sinking fund.	803,500	6	March & Sept.	New York.	1901	...	Loan of 1869-'89:	600,000	6	May & Nov.	"	1889	...
Cumberland Valley:	848,000	5	May & Nov.	"	1888	...	Loan of 1872-'82:	1,558,000	7	various	"	1882	...
1st Mortgage.	161,000	8	April & Oct.	Philadelphia.	1904	...	Sinking Fund Bonds:	2,300,000	7	May & Nov.	"	1884	87
2d Mortgage.	102,500	8	"	"	1908	...	Stirling Sank. Fd. Bonds:	3,000,000	6	March & Sept.	London.	1899	...
Plain bonds.	81,500	6	"	"	1884	...	Eastern Shore (Md.): 1st Mortgage:	400,000	6	Jan. & July.	Philadelphia.	1880	...
Danbury and Norwalk: Mortgage Bonds of 1850.	100,000	7	Jan. & July.	New York.	1890	...	2d Mortgage:	200,000	8	April & Oct.	"	1880	...
Mortgage Bonds of 1870-'72.	400,000	7	"	"	190-192	...	Elizabethtown and Paducah: 1st Mortgage, convertible:	3,000,000	8	March & Sept.	New York.	1890	74
Danv., Hazleton & Wilkesbarre:	1,400,000	7	April & Oct.	Philadelphia.	1887	40	1st Mortgage guaranteed:	1,000,000	7	Jan. & July.	Philadelphia.	1880	108
1st Mortgage.	300,000	7	"	"	1885	...	Income Mortgage guaranteed:	570,000	6	April & Oct.	"	1882	65
Danv., Urb., Bloomington & Pekin:	2,000,000	7	April & Oct.	New York.	1909	...	Erie Railway: 1st Mortgage, extended:	2,483,000	7	May & Nov.	New York.	1894	...
1st Mort. gold skg'd \$20,000 p.m.	3,000,000	7	April & Oct.	New York.	1911	...	2d Mortgage:	2,174,000	7	March & Sept.	"	1879	...
Dayton and Michigan (C. H. & D.): 1st Mortgage sinking fund guar.	1,886,000	7	Jan. & July.	New York.	1881	...	3d Mortgage:	4,852,000	7	"	"	1883	98
2d Mortgage, guar.	441,000	7	March & Sept.	"	1884	...	4th Mortgage convertible:	2,937,000	7	April & Oct.	"	1880	98
3d Mortgage, guar.	255,000	7	April & Oct.	"	1888	...	5th Mortgage convertible:	709,500	7	June and Dec.	"	1888	92
Toledo Depot bonds, guar.	406,500	7	March & Sept.	"	1896-98	...	Buffalo Branch, 1st mortgage:	182,600	7	Jan. & July.	"	1891	...
Dayton and Union:	140,000	7	March & Sept.	New York.	1879	...	Sterling loan (£1,000,000) conv.	4,580,000	6	March & Sept.	London.	1878	...
1st Mortgage, registered.	135,000	7	June & Dec.	"	1879	...	1st Consol. Mort. for \$30,000,000:	12,076,000	7	"	N. Y. & London.	1920	...
Income Bonds.	252,445	6	"	"	1879	...	2d Consol. Mort. for \$40,000,000:	14,400,000	7	June and Dec.	London.	1884	...
Dayton and Western (L. M. & R.): 1st Mortgage (assumed).	142,000	7	March & Sept.	New York.	1881	...	Convertible bonds:	10,000,000	7	J. A. and O.	London.	1903	...
1st Mortgage ( " ).	495,000	6	Jan. & July.	"	1905	...	Erie and Pittsburg (Penn.): 1st Mortgage:	292,200	7	Jan. & July.	New York.	1882	...
Decatur, Sullivan and Mattoon: 1st Mortgage.	500,000	8	March & Sept.	New York.	1901	...	2d Mortgage:	92,800	7	April & Oct.	"	1890	...
Delaware (P. W. and Balt.): 1st Mortgage.	500,000	6	Jan. & July.	Philadelphia.	1875	...	Consolidated Mortgage:	2,192,000	7	Jan. & July.	"	1898	...
1st Mortgage, guar.	100,000	6	"	"	1875	102	Equipment Mortgage:	750,000	7	April & Oct.	"	1898	...
1st Mortgage extension.	100,000	6	Off	"	1880	...	European & N. American (Me.): Bangor City Bonds (1st m. 55 m.):	1,000,000	6	Jan. & July.	N. Y. & London.	1894	...
Delaware State Loan.	170,000	6	Off	"	1876	...	1st Mort. for \$6,000,000:	2,000,000	6	March & Sept.	"	1899	...
Delaware, Lackaw. & Western: 2d Mortgage.	1,633,000	7	March & Sept.	New York.	1881	115	New Mortgage for \$6,000,000:	2,210,000	8	March & Sept.	New York.	1894	...
Convertible Bonds.	2,800,000	7	June & Dec.	"	1892	124	1st Mort. Land Gr. (3d series):	425,000	10	May & Nov.	"	1893	...
2d Mort. (Lack. & Bloomsburg):	500,000	7	Apr. & Oct.	"	1880	...	1st Mort. (Bay O. & E. S. & G.):	100,000	10	Jan. & July.	Newark.	1892	...
1st M. Ext. ( " ).	400,000	7	March & Sept.	"	1885	...	1st Mort. (Rockville Extension):	147,000	7	Feb. & Aug.	"	1890	...
2d M. Ext. ( " ).	200,000	7	May & Nov.	"	1890	...	Evansville, Terre Haute & Chi.: 1st Mortgage, gold:	775,000	7	May & Nov.	New York.	1890	...
Denver & Boulder Val. (Dan. Pac.): 1st Mortgage.	550,000	7	May & Nov.	Kansas City.	1900	...	Fall River, Warren & Prov. (B&P): 1st Mortgage:	200,000	7	Jan. & July.	Providence.	1882	...
Denver Pacific:	1,428,000	7	May & Nov.	New York.	1899	...	Fitchburg:	500,000	7	April & Oct.	Boston.	1894	111
1st Mortgage, gold, land grant.	2,493,000	7	May & Nov.	New York.	1899	...	Bonds of 1874 for \$4,000,000:	2,210,000	8	March & Sept.	New York.	1894	...
Denver & Rio Grande (ft. gauge): 1st Mort. gold, skg fund tax free.	3,024,500	7	May & Nov.	N. Y. L. & A. A.	1900	60	1st Mort. Land Gr. (3d series):	425,000	10	May & Nov.	"	1893	...
Denver & Rio Grande (ft. gauge): 1st Mort. gold, skg fund tax free.	3,024,500	7	May & Nov.	N. Y. L. & A. A.	1900	60	1st Mort. (Bay O. & E. S. & G.):	100,000	10	Jan. & July.	Newark.	1892	...
Denver & Rio Grande (ft. gauge): 1st Mort. gold, skg fund tax free.	3,024,500	7	May & Nov.	N. Y. L. & A. A.	1900	60	1st Mort. ( " ).	75,000	10	March & Sept.	New York.	1892	...
Denver &amp													

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Florida:											
1st Mortgage conv. gold	2,200,000	7%	Jan. & July.	N. Y. & Lond.	1889	....	Huntingdon and Broad Top Mt.:				
Flushing, North Side and Central:							1st Mortgage gold	416,000	7%	April & Oct.	Philadelphia
1st Mort. (Flushing' N. Side):	1,825,000	7	May & Nov.	New York	1901	....	2d Mortgage	667,500	7	Feb. & Aug.	"
1st Mort. (Central of L. I.):	1,275,000	7	"	"	1889	....	Consolidated Mortgage	1,378,000	7	April & Oct.	"
1st Mort. (Cent. R. R. Ext'n.):	200,000	7	May and Nov.	"	1903	....	Illinois Central:				
1st Mort. (North Shore):	135,000	7	Feb. & Aug.	"	1887	....	Redemption bonds, currency...	2,500,000	6	April & Oct.	New York
Sterling Loan	1,500,000	6%		London		....	General Mortgage for \$15,000,000	2,500,000	6	"	London
Tonda, Johnstone & Gloversville:							Sterling Bonds, Sinking Fund.	4,792,000	5%	"	"
1st Mortgage	300,000	7	Jan. & July.	New York	1890	....	Illinois Grand Trunk (C. B. & Q.):				
Port Wayne, Jackson & Saginaw:	1,500,000	8	Jan. & July.	New York	1889	....	1st Mortgage, guaranteed	933,000	8	April & Oct.	Boston
1st Mortgage, traffic guarantees	500,000	8	April & Oct.	"	1881	....	Indiana and Illinois Central:				
2d Mortgage (Equipment):							1st Mortgage gold	3,500,000	7	Jan. & July.	New York
Port Wayne, Muncie & Cinc.:	1,800,000	7%	April & Oct.	Boston	1892	....	Indiana North and South:				
1st Mortgage	500,000	8	"	"	1892	....	1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7	March & Sept.	New York
2d Mortgage						....	1st Mortgage gold	5,000,000	7	April & Oct.	New York
Framingham and Lowell:	1,800,000	7	April & Oct.	Baltimore	1901	....	1st Mortgage Extension gold	2,030,000	7	Jan. & July.	"
1st Mortgage	500,000	8	"	"	1883	....	2d Mortgage	1,500,000	8	"	"
Frederick and Pennsylvania Line:	150,000	6%	April & Oct.			....	Indianapolis and Madison:				
1st Mortgage gold							1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York
Fremont, Elkhorn & Mo. (S.C. & P.):	150,000	6	April & Oct.			....	Indianapolis & Vincennes:				
1st Mortgage	600,000	7	April & Oct.			....	1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York
Galena & Chic. Union (C. & N. W.):	1,692,500	7	Feb. & Aug.	New York	1882	107	2d Mortgage guar. by Pa. Co.	1,450,000	8	May & Nov.	"
1st Mortgage	43,000	7	May & Nov.	"	1875	102	International and Gt. Northern:				
2d Mortgage						....	1st Mortgage s.f. (Intern. R. R.)	3,040,000	7	April & Oct.	New York
Galv., Harrisburg & San Antonio:	1,700,000	6%	Feb. & Aug.	Lond. or Bost.	1910	....	Convertible B'ds	1,473,000	8	Feb. & Aug.	"
1st Mortgage						....	1st Mortgage (Hous. & Gt. N. R. R.)	4,211,000	7	Jan. & July.	"
Galveston, Houston & Henderson:	1,493,000	7*	Jan. & July.	New York	1890	88	Convert. B'ds	1,677,000	8	Feb. & Aug.	"
1st Mortgage						....	Indianapolis, Cinc. and Lafayette:				
Geneva, Ithaca and Athens:							1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York	1890	....	1st Mortgage of 1869	2,000,000	7	June & Dec.	"
Georgia (and Banking):						....	Funded Interest Bonds, coupon	469,100	7	March & Sept.	"
Company bonds (debentures):	504,500	7	Jan. & July.	Augusta	"75-'90	....	Equipment Bonds, registered	376,000	10	"	"
Gilman, Clinton & Springfield:						....	1st Mort. (Ind'polis & Cinc.) 1858	1,000,000	7	April & Oct.	"
1st Mortgage gold	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	1st Mort. (Cln. & Ind.)	499,000	7	June & Dec.	"
2d Mortgage gold	1,000,000	8*	Jan. & July.	"	1892	....	2d Mort. (" " ) guar.	1,497,000	7	Jan. & July.	"
Goshen and Deckertown (Erie):						....	Indianapolis and St. Louis:				
Grand Rapids & Indiana:	246,500	7	Jan. & July.	New York	1888	....	1st Mortgage	2,000,000	7	Jan. & July.	New York
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. and July.	New York	1890	....	1st Mortgage	2,000,000	7	March & Sept.	"
1st Mort. L. G. not guar. gold	3,224,000	7*	April & Oct.	"	1899	....	1st Mortgage	7	April & Oct.	"	
Grand River Valley (Mich. C.):						....	2d Mortgage	1,000,000	10	Jan. & July.	"
1st Mort., assumed by Lessees.	1,000,000	8	Jan. & July.	New York	1886	94	Equipment Mortgage	378,000	10	Jan. & July.	"
2d Mortgage, guar. by Lessees..	500,000	8	March & Sept.	"	1879	85	Ionia and Lansing (D. L. & L. M.):				
Grand Trunk (C.):							1st Mortgage traffic guar.	770,000	8	Jan. & July.	New York
Equipment Bonds £500,000....	2,500,000	6*	April & Oct.	London	1877	....	2d Mortgage	81,000	8	May & Nov.	"
Equip'mt Bonds No. 2 £500,000....	2,500,000	6*	Jan. & July.	"	1920	....	Iowa Falls and Sioux City:				
Postal & Military b'ds £1,500,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	1st Mortgage	2,980,000	7	April & Oct.	New York
1st Preference Bonds £2,218,149	16,090,745	7*	Jan. & July.	"	Irred.	....	1st Mort., \$18,000 p.m., guar.	1,350,000	8	April & Oct.	New York
2d Preference Bonds £2,327,308	11,639,040	4*	"	"	"	....	tronton (Penn.):	100,000	7	May & Nov.	Philadelphia
3d Preference Bonds £7,182,910	35,819,560	4*	"	"	"	....	Ithaca and Athens (Penn.):	600,000	7*	Jan. & July.	New York
Provincial Debentu's £3,111,500	15,567,500					....	1st Mortgage gold, skg. fund.				
Great Western of Canada:							Jackson, Lansing & Saginaw (M. C.):				
Mortgage Bonds £12,170,000....	635,000	6	Jan. & July.	London	1876	....	1st Mortgage guar.	1,517,000	8	Jan. & July.	New York
Mortgage Bonds £547,000....	2,735,000	5	April & Oct.	"	"77-'78	....	1st Mort. (Northern Ext.) guar.	510,000	8	May & Nov.	"
New Bonds £1,000,000....	5,000,000	6	June & Dec.	"	1890	....	2d Mortgage guar.	158,000	8	March & Sept.	"
Debenture Bonds £1,143,100....	8,715,900	5	Jan. & July.	"	Perp.	....	Consolidated Mortgage (236 m.):	1,968,000	8	"	"
Great Western Railway of 1859:							Jacksonville, North West & S. East:				
1st Mort., ass'd. by T. W. & W.	2,500,000	7	Feb. & Aug.	New York	1888	84	1st Mortgage	410,000	7	Jan. & July.	New York
2d Mort. " " "	2,500,000	7	May & Nov.	"	1893	58	1st Mortgage	472,000	7	Jan. & July.	"
Green Bay and Minnesota:						....	2d Mortgage	3,000,000	8	"	"
Greenville and Columbia:						....	Jamest'n & Frank (L. S. & M. S.):				
1st Mortgage guar. by S. Car. ....	1,426,546	7	Jan. & July.	Columbia	"81-'90	....	1st Mortgage guaranteed	460,000	7	Jan. & July.	New York
1st Mortgage not guaranteed....	376,766	7	"	"	"81-'90	....	2d Mortgage guaranteed	500,000	7	June & Dec.	"
Greenwich and Johnsonville:						....	Jefferson (Erie):				
1st Mortgage						....	1st Mort. (Hawley-Section):	504,000	7	Jan. & July.	New York
Gulf, Western Texas and Pacific:						....	2d Mort. (" " )	84,000	7	"	"
1st Mortgage (Construction):						....	1st Mort. (Carbendale Section):	2,000,000	7	"	"
Hanibal and Naples (T. W. & W.):	1,388,000	7*	Jan. & July.			....	Jeffersonville, Madison & Indian:				
1st Mortgage	675,000	7	May & Nov.	New York	1898	29	1st Mortgage consol.	2,474,000	7	April & Oct.	New York
2d Mortgage	225,000	7	Jan. & July.	"	1890	....	2d Mortgage consol.	2,000,000	7	Jan. & July.	"
Hannibal & Cent. Mo. (T. W. & W.)						....	1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	"
1st Mortgage, tax free....	1,000,000	7	May & Nov.	New York	1890	75	1st Mort. (Bridgewater Park):	250,000	7*	Jan. & July.	New York
2d Mortgage	250,000	7	"	"	1892	75	1st Mort. (Joliet and Chicago (C. & A.):	484,000	7	Jan. & July.	"
Hannibal and St. Joseph:							1st Mort. (Ridgefield Park):	338,000	8	Jan. & July.	New York
Missouri State Loan:	1,500,000	6	Jan. & July.	New York	"77-'94	101	1st Mort. (Delaware):	352,000	6	Jan. & July.	"
Missouri State Loan	1,500,000	6	"	"	"87-'95	100	1st Mort. (Kalamazoo, Allegan & Gr. Rapids):	840,000	8	Jan. & July.	New York
Fifteen years' bonds (277 m.):	3,798,000	8	March & Sept.	"	"	1st Mort. assumed by L. S. & M. S.:	100,000	8	Jan. & July.	"	
1st Mort. (Q. & Palm. R. R. 15 m. ....	800,000	8	Feb. & Aug.	"	"	1st Mort. assumed by L. S. & M. S.:	150,000	10	Jan. and July.	New York	
1st Mort. (K. City & Cam. R. 55 m. ....	1,200,000	10	Jan. & July.	"	"	1st Mort. assumed by L. S. & M. S.:	1,400,000	10	March & Sept.	"	
General Land Mortgage (277 m. ....	642,000	7	April & Oct.	"	"	1st Mort. (St. Jo. & CB. 75 m. conv. ....	1,500,000	7	Feb. & Aug.	New York	
Harlem Extension:						1st Mort. (Mo. Valley 130 m. ....	1,000,000	7*	May & Nov.	"	
1st Mortgage	4,000,000	7	Jan. & July.	New York	1890	....	1st Mort. (St. Jo. & CB. 75 m. conv. ....	887,000	8	March & Sept.	"
Harrisburg & Lancaster:						1st Mort. (Santa Fe 120 m. ....	947,000	8	Feb. & Aug.	Boston	
Hartford, Providence and Fishkill:	700,000	8	Jan. & July.	Philadelphia	1883	100	1st Mort. for \$2,000,000,000....	720,000	10	May & Nov.	"
1st Mort. (R. I. 26.32 m. skg fund	481,000	7	Jan. & July.	Providence	1876	....	1st Mort. for \$2,000,000,000....	1,000,000	10	Jan. and July.	New York
1st Mort. (Conn. 96.04 m. skg fd.)	1,674,500	7	"	"	....	1st Mort. for \$2,000,000,000....	710,000	8	May & Nov.	"	
Holly, Wayne & Monroe (F&P.M.):						1st Mort. for \$2,000,000,000....	70,000	8	"	"	
1st Mortgage guar., tax free....	1,000,000	8	Jan. & July.	New York	1901	....	Kalamazoo and White Pigeon:	400,000	7	Jan. & July.	New York
Holyoke and Westfield:						....	1st Mort. assumed by L. S. & M. S.:	1,200,000	10	Jan. and July.	"
1st Mortgage	200,000	7	April & Oct.	Boston	1891	....	1st Mort. assumed by L. S. & M. S.:	1,500,000	10	Jan. and July.	New York
Housatonic:						....	1st Mort. assumed by L. S. & M. S.:	1,200,000	10	Jan. and July.	"
1st Mortgage sinking fund....	191,000	7	Jan. & July.	Bpt. & Bost.	1877	....	1st Mort. assumed by L. S. & M. S.:	1,500,000	10	Jan. and July.	New York
2d Mortgage	100,000	7	Feb. & Aug.	New York	1893	....	1st Mort. assumed by L. S. & M. S.:	500,000	7	Jan. and July.	"
3d Mortgage of 1869....	100,000	6	April & Oct.	Bpt. & Bost.	1889	....	1st Mort. assumed by L. S. & M. S.:	150,000	10	Jan. and July.	"
Equipment Bonds....	150,000	7		Bridgeport	1883	....	1st Mort. assumed by L. S. & M. S.:	1,400,000	10	March & Sept.	"
Houston and Texas Central:						....	1st Mort. (St. Jo. & CB. 75 m. conv. ....	1,500,000	7	Feb. & Aug.	New York
1st Mortgage L.G. skg fund, gold	7,479,000	7*	Jan. & July.	New York	1891	....	1st Mort. (St. Jo. & CB. 75 m. conv. ....	1,000,000	7*	May & Nov.	"
1st Mortgage (Western Div. ....	2,800,000	7*	"	"	"	1st Mort. (St. Jo. & CB. 75 m. conv. ....	887,000	8	March & Sept.	"	
Consolidated Mortgage....	2,700,000	8	April & Oct.	"	"	1st Mort. for \$2,000,000,000....	947,000	8	Feb. & Aug.	Boston	
Hudson River (N. Y. Cen. & H. R.):						....	1st Mort. for \$2,000,000,000....	720,000	10	May & Nov.	"
1st Mort. sinking fund....	1,704,000	7	June & Dec.	New York	1885	118	1st Mort. for \$2,000,000,000....	1,000,000	10	Jan. and July.	New York

## AMERICAN RAILROAD BOND LIST.

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An Asterick (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific :	\$						Louisville, Cincinnati and Lexington :	\$					
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6 <sup>th</sup>	Feb. & Aug.	N. Y. & St. Lo.	1896	...	Bonds to State of Kentucky ...	74,519	6	Jan. & July.	New York.	Perp.	
1st Mort. (2d Div. 253.94 m.) gold.	4,068,000	6 <sup>th</sup>	June & Dec.	" "	1896	...	1st Mortgage for Cincinnati Br.	3,000,000	7	" "	" "	1897	
1st M. (3d Div. 244.66m. & 3,000,000a)	6,411,000	7 <sup>th</sup>	May & Nov.	N. Y. & L. & F.	1899	...	2d Mortgage for \$1,000,000.	875,000	8	April & Oct.	" "	1900	
1st Mort. (1,000,000 acres) ...	187,000	7	March & Sept.	N. Y. & St. Lo.	71-76	...	Louisville Loan ...	100,000	6	Jan. & July.	" "	1881	
1st Mort. (2,000,000 acres) gold ...	1,722,250	7	Jan. & July.	N. Y. & L. & F.	1880	...	1st Mort. (Louisville & Frankl't)	38,000	6	" "	" "	73-78	
2d Mort. ( " ) gold ...	1,500,000	7	March & Sept.	" "	1886	...	1st Mort. (Louis, Cin. and Lex.)	21,000	8	April & Oct.	" "	1902	
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1890	...	1st Mortgage (Shelby R. R.)	85,500	8	June & Dec.	" "	1881	
2d Mortgage (Gov't Subsidy) ...	6,303,000	8	Jan. & July.	U. S. Treas.	96-97	...	Louisville and Nashville :						
3d Mortgage (Income) ...	4,275,350	7	March & Sept.	N. Y. & L. & F.	1916	...	1st Mortgage (main line 185 m.)	176,000	7	Jan. & July.	New York.	1876	
Kent County (Del.)							1st Mortgage (Memph. Br. 46.37m.)	47,000	7	May & Nov.	Louisville.	1875	
1st Mortgage for \$600,000 ...	400,000	6	Jan. & July.	Philadelphia.	1880	...	1st Mort. (Leb. Br. Ext. 78.2m.)	88,000	7	" "	" "	80-85	
Kentucky Central :							1st Mort. (Memphis and Ohio) ...	2,500,000	7	June & Dec.	New York.	1901	
2d Mort. (Covington & Lexington)	844,000	7	March & Sept.	New York.	1883	...	1st Mort. (Memph. & Clarksv. Br.)	2,426,000	6 <sup>th</sup>	Feb. & Aug.	" "	1902	
3d Mortgage ...	237,000	7	June & Dec.	" "	1884	...	Consel. M. for \$8,000,000 (302 m.)	6,964,000	7	April & Oct.	" "	1898	56
Keokuk and Des Moines :							Louisville Loan ...	849,000	6	" "	" "	86-87	
1st Mortgage ...	1,947,000	7	April & Oct.	New York.	1904	...	Louisville Loan (Lebanon Br.)	225,500	6	May & Nov.	" "	1896	
Funded Interest ...	254,300	8	" "	" "	1884	...	Louis. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1896	
Keokuk and St. Paul (C.B. & Q.) :							Louisv. N. Al. & St. Lo. Air-Line :						
1st Mortgage traffic guar ...	864,000	8	April & Oct.	Boston.	1879	107	1st Mortgage gold, \$25,000 p. m.	2,875,000	7 <sup>th</sup>	Jan. & July.	New York.	1802	
La Crosse, Trempealeau & Prescott :							Macon and Augusta :						
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1877	...	1st Mortgage end by Ga. R. R. ...	300,000	7	Jan. & July.	New York.	1877	
Laf. Blooming & Miss. (T.W. & W.)							1st Mortgage not endorsed ...	100,000	7	" "	" "	1887	
1st Mortgage gold guar ...	1,300,000	7 <sup>th</sup>	Feb. & Aug.	New York.	1891	62	Construction Mort. end. by Ga. RR.	370,000	7	" "	" "	1879	
Laf. Muncie & Bloom. (T.W. & W.)							Macon and Brunswick :						
1st Mortgage gold guar ...	1,500,000	7 <sup>th</sup>	Feb. & Aug.	New York.	1901	40	1st Mort. endorsed by Ga. ...	1,900,000	7	Jan. & July.	New York.	1887	
Lake Erie and Louisville :							1st Mort. " "	600,000	7	May & Nov.	" "	1902	
1st Mortgage ...	1,092,000	7	April & Oct.	New York.	1892	...	2d Mortgage ...	1,100,000	7	April & Oct.	" "	1886	
2d Mortgage ...	590,000	7	Jan. & July.	" "	1903	...	Equipment Mortgage ...	150,000	7	" "	" "	1879	
Lake Ontario Shore :							Madison and Portage :						
1st Mortgage (\$20,000 pr. m.) ...	1,438,200	7 <sup>th</sup>	Jan. & July.	New York.	1897	...	1st Mort. guar. by Chi. and Sup.	600,000	7 <sup>th</sup>	April & Oct.	New York.	1890	
Lake Shore & Michigan South'n :							Maine Central :						
Sinking Fund Mortgage ...	1,198,000	7	April & Oct.	New York.	1879	...	Consolidated Mortgage ...	928,300	6	April & Oct.	Boston.	1012	96
Cousol. Mort. S. F. Regist'd ...	6,115,000	7	J. A. J. & O.	" "	1900	103	-\$11,100,000 Loan, tax free ...	756,900	6	Jan. & July.	" "	1898	91
Consol. Mort. S. F. Coupon ...							Extension (gold) Loan ...	486,500	6	April & Oct.	" "	1900	
2d Consol. Mort. for \$25,000,000.	8,471,000	7	June & Dec.	" "	1903	97	1st Mort. (Belfast & Moosehead) ...	150,000	3 <sup>rd</sup>	May & Nov.	Belfast & Bost.	1890	
Bonds of 1882 (Reg. & Coupon)	3,529,000	7	April & Oct.	" "	1882	...	1st Mortgage (Portland & Ken.)	1,100,000	6	Jan. and July.	Boston.	90-91	96
Lake Shore Divided Bonds ...	1,442,000	7	" "	" "	1899	102	Consel. (Port. & Kennebec) Loan	217,300	6	April & Oct.	Augusta.	1858	
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	" "	1890	106	2d Mort. (Somerset & Kennebec)	1,166,700	6	" "	Boston.	1895	
3d Mort. ( " )	1,000,000	7	April & Oct.	" "	1892	101	260,000	6	June & Dec.	" "	1876		
1st Mort. (Mich. So. & Nor. Ind.)	6,266,000	7	May & Nov.	" "	1886	100	1st Mort. (Leeds & Paragon'g) ...	683,000	6	Jan. & July.	" "	1901	
2d Mort. ( " )	2,692,000	7	" "	" "	1877	101	Bath (Androscoggin) Loan ...	425,000	6	" "	" "	1891	
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	107	Manfield & Framing (B.C. & F.) :						
2d Mort. ( " )	849,000	7	April & Oct.	" "	1886	102	1st Mortgage, guaranteed ...	300,000	7	Jan. & July.	Boston.	1880	05
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	" "	1882	...	Marietta and Cincinnati :						
Mort. Bonds ( " )	300,000	7	March & Sept.	" "	1886	...	1st Mortgage, Sterling ...	1,050,000	7 <sup>th</sup>	Feb. & Aug.	London.	1891	
Mort. Bonds ( " )	2,850,000	7	April & Oct.	" "	1898	103	1st Mortgage Dollar ...	2,460,000	7	" "	Baltimore.	1891	110
1st M. (Det'l, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1876	102	2d Mortgage Dollar ...	2,500,000	7	May & Nov.	" "	1898	97
1st M. (Kalamaz. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	82	3d Mortgage Dollar ...	3,000,000	8	Jan. & July.	" "	1898	76
1st M. (School & Three Rivers)	100,000	8	" "	" "	1887	...	4th Mortgage ...	2,004,000	8	April & Oct.	" "	1908	
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	...	300,000	7	May & Nov.	" "	1888		
1st M. (Jamestown & Franklin)	840,000	8	" "	" "	1888	97	1st Mort. (Scioto & Hock. Val.)						
2d M. ( " )	460,000	7	" "	" "	1887	...	Marietta, Pittsburg & Cleveland :						
500,000	7	June & Dec.	" "	" "	1894	...	1st Mortgage gold ...	1,500,000	7 <sup>th</sup>	Feb. & Aug.	New York.	1895	
Lake Shore & Tuscarawas Valley :							Marquette, Houghton & Ontonagon :						
1st Mortgage gold ...	2,000,000	7 <sup>th</sup>	April & Oct.	Cleveland, O.	1901	...	1st Mortgage (Marq. & Ont.) ...	1,780,000	8	Jun. & Dec.	New York.	1893	
2d Mortgage, for \$1,000,000.	696,000	7	" "	" "	1892	...	1st Mort. (Houghton and Ont.) ...	2,000,000	8	Jan. & July.	" "	1892	
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	" "	1892	...	Consolidated Mortgage ...	1,454,000	8-10	Various.	" "	92-93	
Lake Superior & Mississippi :							Massissippi Valley (O. & P. R.) :						
1st Mort. skg fund gold tax free.	4,500,000	7 <sup>th</sup>	Jan. & July.	N.Y.-Bost.-Phl.	1896	43	1st Mortgage guaranteed ...	400,000	6 <sup>th</sup>	Jan. & July.	Boston.	1876	90
2d Mort. gold tax free and conv.	8,200,000	7 <sup>th</sup>	April & Oct.	" "	1900	...	1st Mortgage ...	850,000	6	May & Nov.	Boston.	1885	20
Income Bonds ...	3,200,000	10	" "	" "	1902	...	2d Mortgage ...	150,000	6	June & Dec.	" "	1899	
Lawrence (P. F. W. & Chl.) :							Massillon & Cleve. (C. M. V. & D.)						
1st Mortgage, guaranteed ...	335,000	7	Feb. & Aug.	New York.	1898	...	1st Mortgage guaranteed, gold ...	100,000	7 <sup>th</sup>	Jan. & July.	New York.	1890	
Leavenworth, Atch. & N. West'n:							Massillon and Lexington :						
1st Mort. guar. by Pac. of Mo. ...	500,000	7	April & Oct.	New York.	1899	...	1st Mortgage ...	500,000	7 <sup>th</sup>	Jan. & July.	New York.	1890	
Leaven, Lawrence & Galveston :							Memphis and Charleston :						
1st Mort. skg fund conv. gold ...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	17	1st Mortgage, Convertible ...	1,293,000	7	March & Sept.	New York.	1889	
1st Mort. (K. C. & San. Fe) guar.	720,000	10	May & Nov.	Boston.	1890	...	2d Mortgage ...	1,000,000	7	Jan. & July.	" "	1889	
1st Mort. (Southern Kan.) guar.	180,000	8	June & Dec.	" "	1891	...	Tennessee State Loan ...	1,814,142	6	" "	" "	1892	
Lehigh and Lackawanna :							Income Bonds ...	600,000	10	March & Sept.	" "	78-78	
1st Mort. tax free ...	800,000	7	Feb. & Aug.	Philadelphia.	1897	...	Memphis and Little Rock :						
Lehigh Valley :							1st Mortgage (Land Grant) ...	1,300,000	8	May & Nov.	New York.	1890	
1st Mortgage (new loan) ...	5,000,000	6	June & Dec.	Philadelphia.	1896	104	2d Mortgage ...	1,000,000	8	" "	" "	1890	
1st Mortgage ( " ) reg. ...	6,000,000	7	March & Sept.	" "	1910	111	Michigan Air Line (Mich. Cent.) :						
2d Mortgage for \$6,000,000 ...	6,000,000	6	June & Dec.	" "	1923	97	1st Mort. (South Bend Div.) used	200,000	8	May and Nov.	New York.	1890	
General Mort. for \$40,000,000 ...	5,000,000	6	" "	" "	1923	99	Michigan Central :						
General Mort. registered ...							1st Mortgage, convertible ...	556,000	8	April & Oct.	Boston.	1882	
Lewisish. Centre & Spruce C. (P. & E.) :							1st Mortgage, sinking fund conv. ...	1,517,000	8	" "	" "	1882	110
1st Mortgage ...	1,545,000	7	May & Nov.	Philadelphia.	1902	...	Consel. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	102
Lexington & St. Louis (A. & P.) :							1st Mort. (Mich. Air Line) ass'd	1,900,000	8	Jan. & July.	" "	1890	
1st Mortgage gold ...	1,000,000	6 <sup>th</sup>	June & Dec.	New York.	1899	...	Equipment Bonds for \$800,000 ...	600,000	8	Apr. and Oct.	N. Y. & Bost.	1883	
Little Miami :							Michigan Lake Shore :						
1st Mortgage ...	1,490,000	6	May & Nov.	New York.	1883	...	1st Mortgage ...	800,000	8	Jan. & July.	New York.	1889	
Street Connection Bonds ...	526,000	6	Jan. & July.	Cincinnati.	1894	...	Mich. So. and North'n Indiana :						
Cincinnati Loan ...	100,000	6	May & Nov.	" "	1890	...	1st Mort. assum'd by L. S. & M. 2d Mort. " "	5,255,000	7	May & Nov.	New York.	1885	104
Little Rock and Fort Smith :							Middletown, Union, & W. Gap :	2,692,000	7	" "	" "	1877	101
1st Mortgage gold ...	3,500,000	6 <sup>th</sup>	Jan. & July.	N. Y. & Bost.	1900	...	1st Mortgage tax free ...	400,000	7	May & Nov.	New York.	1886	
Land Grant sinking fund ...	5,780,000	7	April & Oct.	" "	1900	...	Midland Pacific :						
Little Rock, Pine Bl. & N. Orleans:							1st Mortgage gold, tax free ...	1,075,000	6 <sup>th</sup>	May & Nov.	London.	1888	
1st Mortgage ...	750,000	7	Apr. and Oct.	New York.	1900	4	1st Mortgage, sterling £335,000 ...	1,075,000	7	May & Nov.	London.	1888	
Little Schuylkill (Phila. & Rdg.) :							Midland Pacific :						
1st Mortgage, Skg. Fd. ...	750,000	7	Apr. and Oct.	Philadelphia.	1877	102	1st Mortgage gold, tax free ...	1,100,000	7 <sup>th</sup>	Feb. & Aug.	New York.	1888	
Logansport, Crawf. & Swatn Ind.:							1st Mortgage ...	200,000	6	Feb. & Aug.	Philadelphia.	1887	
1st Mortgage gold ...	1,500,000	8 <sup>th</sup>	F. M. A. & N.	New York.	1900	...	Midland Pacific Co. (Pa.) :						
Long Island :							1st Mortgage ...	200,000	6	Feb. & Aug.	Milwaukee and St. Paul—		
1st Mortgage ...	500,000	6	Jan. & July.	New York.	1875	101	See Chicago, Mil. & St. Paul						
1st Mortgage (Extension) ...	175,000	7	Feb. & Aug.	Philadelphia.	1890	...	Milwaukee, Lake Sh. & Western :						
1st Mortgage (Glen Cove Br.) ...	150,000	6	May & Nov.	" "	1893	...	1st Mortgage ...	3,000,000	7	June & Dec.	New York.	1902	
General Mortgage ...	775,000	6	" "	New York.	1								

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.			Description of Bonds.	Amount.	Rate	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Minneapolis & St.L. (Nor. Pacific)	\$					N.O. Jack & Gt. N. (N.O. St.L. & C.)	\$				
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York	1811	1st Mortgage.....	3,000,000	8	Jan. & July.	New York	1886
Minnesota and North Western:						2d Mortgage for \$3,000,000.....	1,500,000	8	April & Oct.	"	1890
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	Detroit	1890	Consol. Mort. for \$3,000,000.....	3,000,000	7*	Jan. & July.	"	1912
Mississippi Cent. (N.O. St.L. & Chi.):						New Orleans, Mobile and Texas:					
1st Mortgage.....	1,012,500	7	May & Nov.	New York	'74-'84	1st Mort. (Mobile to N. Orleans).....	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1886	1st Mort. (N. Orleans to Texas).....	7,250,000	8	"	New York	1915
General Mort. for \$8,000,000 gold	3,708,500	7*	May & Nov.	"	1912	2d Mort. endorsed by Louisiana, New York, Boston and Montreal:	2,825,000	8	"	"	1915
Mississippi, Ouachita & Red Riv.:						1st Mortgage for \$12,250,000.....	6,817,500	7*	Feb. & Aug.	N.Y. or Lond.	1908
1st Mortgage gold.....	2,040,000	7*	Jan. & July.	.....	1890	New York & Canada (D. & H. C.):	4,000,000	6*	May & Nov.	London	1964
Mississippi and Tennessee:						1st Mort. for \$800,000, guar.....					
Consolidated Mortgage.....	1,254,000	7	April & Oct.	Memphis	1876	Debt Certificates (N. Y. Cent.):	5,936,626	6	May & Nov.	New York	1883
Tennessee State Loan.....	480,547	8	Jan. & July.	"	1883	Bonds for debts assim'd (N.Y.C.):	1,514,000	7	Feb. & Aug.	"	1876
Mississippi Valley and Western:						Bonds for B. & N. F. stk ( )	74,500	6	May & Nov.	"	1888
1st Mortgage \$20,000 p.m.....	800,000	7	Feb. & Aug.	New York	1802	Bonds for R.R. Stocks ( )	592,000	6	"	"	1883
Missouri, Iowa and Nebraska:						Bonds for Real Estate ( )	182,000	6	"	"	1883
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....		Bonds of 1854 renewed ( )	2,431,000	6	June & Dec.	"	1887
Missouri, Kansas and Texas:						2d Mort. (Hudson River) S. F. ....	1,794,000	7	"	"	1885
1st Mort. (U.P. S. Br.) skg fund	3,220,000	6*	Jan. & July.	New York	1899	Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	"	1891
1st Mort. (Tebo & Neosho) S. F. ....	362,000	7*	June & Dec.	"	1893	1st Mort. coup. for \$30,000,000.....	3,904,000	7	Jan. & July.	"	1903
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	"	1893	1st Mort. reg'd for \$2,000,000.....	9,733,333	6*	"	"	1904
Additional Consol. Mort. ....	2,500,000	7	"	"		New York and Harlem:					
Further Add. Consol. Mort. ....	600,000	7	"	"		Consolidated Mortgage of 1863.....	103,000	6	Feb. & Aug.	New York	1893
Missouri River, Ft. Scott & Gulf:						Sinking Fund Mortgage of 1861.....	108,899	7	Jan. & July.	"	1881
1st Mortgage, Land Grant, S. F. ....	5,000,000	10	Jan. & July.	New York	1889	Consol. Mort. of 1872, coupon. ....	6,822,000	7	May & Nov.	"	1900
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	Consol. Mort. of 1872, reg'd. ....		7	"	"	1900
Mobile and Girard:						N. Y. Housatonic & Northern:					
1st Mortgage.....	377,500	7	Jan. & July.	Savannah	1876	1st Mortgage.....	249,000	7*	April & Oct.	New York	1902
2d Mortgage.....	300,000	8	"	"	1886	1st Mort. for \$4,000,000.....	2,500,000	7*	Jan. & July.	New York	1902
Plain bonds.....	33,500	8	"	"	1886	1st Mort. Harlem & Portchester.....	1,000,000	7	.....	New York	1903
Mobile and Montgomery:						New York and Oswego Midland:					
1st Mort. endor. by State of Ala. ....	2,434,000	8*	May & Nov.	New York	1900	1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York	1894
2d Mortgage.....	800,000	8	"	"	1894	2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895
Mobile and Ohio:						2d Mortgage non-convertible.....	1,500,000	7	"	"	1896
1st Mortgage Sterling.....	5,686,000	6*	May & Nov.	Mob. & Lond.	1883	3d Mort. Equipment.....	3,800,000	7	.....	"	1897
Interest bonds.....	1,524,300	8	"	"	1st Mort. (West. Extension).....	2,425,000	7	.....	"	1897	
Sterling Interest bonds.....	769,920	6*	"	Mobile	'76-'83	Consolidated Mortgage.....	1,200,000	7	.....	"	1897
Tennessee Substitution Bonds.....	1,688,000	7*	Jan. & July.	N. Y. & Lond.	1901	New York, Providence & Boston:					
Special Mort. (Gainesville Br'g) ....	53,000	8	May & Nov.	Mobile	.....	1st Mortgage.....	75,000	6	Feb. & Aug.	New York	1878
2d Mortgage.....	1,455,588	8	"	"	Improvement Bonds.....	100,000	7	Jan. & July.	"	1878	
Consol. Mort. for \$15,000,000.....	977,550	7	Jan. & July.	N. Y. & Lond.	1904	Extension Bonds.....	250,000	6	May & Nov.	"	178-181
Montclair (N. Y. and O. Mid.):					General Mort. for \$1,000,000.....	337,000	7	Jan. & July.	"	1899	
1st Mortgage gold, guar.....	1,800,000	7*	March & Sept.	New York	.....	Norfolk & Petersburg (A. M. & O.):					
2d Mortgage.....	780,000	7	"	"	1st Mortgage.....	306,000	8	Jan. & July.	New York	1877	
Montgomery and Erie (Erie):					1st Mortgage.....	157,000	7	"	"	1877	
1st Mortgage.....	127,000	7	May & Nov.	N. Y. & Lond.	1888	1st Mortgage.....	458,000	8	"	Norfolk	1893
2d	47,000	7	April & Oct.	"	2d Mortgage.....						
Montgomery and Mafaula:						North Carolina:					
1st Mortgage end. by Ala. gold. ....	1,040,000	8*	March & Sept.	New York	1886	1st Mortgage.....	375,000	8	May & Nov.	Co's Shops, NC	1878
1st Mortgage not endorsed.....	330,000	8	June and Dec.	"	1886	2d Mortgage.....	820,000	8	March & Sept.	Charleston	1899
Monticello and Port Jervis:						2d Mortgage.....	226,000	8	"	"	1899
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York	1890	North Missouri (St. L. K. C. & N.):					
Morris and Essex (D. L. & W.):						1st Mortgage.....	3,000,000	7	Jan. & July.	New York	1895
1st Mortgage sinking fund, guar. ....	5,000,000	7	May & Nov.	New York	1914	1895	98				
2d Mortgage guar.....	8,000,000	7	Feb. & Aug.	"	1895	North Pennsylvania:					
Convertible bonds.....	384,000	7	Jan. & July.	"	1895	1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia	1885
Construction bonds.....	573,000	7	Feb. and Aug.	"	1895	2d Mortgage.....	1,500,000	7	May & Nov.	"	1896
Gen'l M. (1st on Boonton Br.) gr. ....	4,821,000	7	April & Oct.	"	1895	Chattel Mortgage.....	360,000	10	April & Oct.	"	1877
Special Mortg. ....	1,029,000	7	"	"	1895	General Mortgage.....	436,500	7	Jan. & July.	"	1903
Consol. mort. for \$25,000,000 guar.....	3,000,000	7	June & Dec.	"	1895	North Shore (Flush, N.S. & Cent.):					
Nashville, Chattanooga & St. Louis:						1st Mortgage.....	135,000	7	Feb. & Aug.	New York	1887
1st Mort. endorsed by Tenn. ....	1,450,000	6	Jan. & July.	New York	'74-'88	1887	.....				
2d Mort. (Government Subsidy) ....	1,000,000	4	"	"		1st Mortgage, Md. State loan.....	1,500,000	6	J. A. J. & O.	Annapolis	Irred.
New Mortg. ....	5,800,000	7	"	"		2d Mortgage S. F. Coupon.....	1,570,000	6	Jan. & July.	Baltimore	1885
Nashville and Decatur (L. & Nash.):						3d Mortgage Coupon.....	1,124,000	6	April & Oct.	Phila. & Balt.	1885
1st Mortgage sinking fund, guar. ....	2,100,000	7	Jan. & July.	New York	1900	3d Mort. (York & Cumb.) guar. ....	500,000	6	Jan. & July.	Baltimore	1877
2d Mortgage gold .....	500,000	6*	April & Oct.	Nashville	1887	Income conv. coupon.....	1,000,000	7	April & Oct.	Harrisburg	1880
Watertown:						Income coupon.....	3,000,000	7	Jan. & July.	"	1923
1st Mortgage.....	102,000	7	Jan. & July.	Bridgeport	1876	Consol. Mort. coupon.....	2,595,000	6*	"	Baltimore	1900
Newark & New York (C. of N. J.):						Consol. Mort. registered.....	205,000	6*	April & Oct.	"	1900
1st Mortgage guar.....	600,000	7	Jan. & July.	New York	1891	Consol. General Mort. S. F. ....	2,000,000	6*	Jan. & July.	Lond. & Balt.	1904
Newark, Somerset & Struterville:						Northern New Jersey (Erie):					
1st Mortgage gold.....	880,000	7	May & Nov.	New York	1889	1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey City	1878
New Bedford:						1st Mort. R.R. & lands gold.....	30,097,600	7*	Jan. & July.	New York	1900
1st Mort. (New Bed. & Taunton) ....	171,500	6	Jan. & July.	Boston	1881	1886	12				
New Haven and Derby:						2d Mort. assumed by B. and O. ....	140,000	6	Jan. & July.	Baltimore	1885
1st Mortgage.....	525,000	7	Various.	New Haven	98-'00	1886	100				
New H., Middlet'n & Willimain:						1st Mortgage.....	3,500,000	7*	.....	New York	1885
1st Mortgage (coup. & reg.) ....	3,000,000	7	May & Nov.	New York	1889	Norwich & Worcester (B. H. & E.):					
2d Mortgage.....	2,000,000	7	"	"		1st Mort. Mass. Loan, skg. fd. ....	400,000	6*	Jan. & July.	Boston	1877
New Haven and Northampton:						Construction Bonds.....	150,000	7	"	"	1877
1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	Nyack and Northern:					
Convertible bonds, tax free.....	750,000	6	April & Oct.	"	1891	1st Mortgage.....	150,000	7	Jan. & July.	New York	1890
Holyoke and Westfield d. bonds. ....	200,000	7	"	"	1891	Ogdensburg and Lake Champlain:					
New Jersey Midland (N.Y. & O.M.):						Equipment Mortgage.....	3,067,000	7	Jan. & July.	New York	1888
1st Mortgage gold, guar.....	3,000,000	7*	Feb. & Aug.	New York	1895	Equipment Mortgage.....	3,617,000	7	"	"	1888
2d Mortgage.....	1,500,000	7	"	"	1895	Consolidated Mort. Bonds.....	112,000	7*	"	"	1884
New Jersey and New York:						Consolidated Mort. Sterling.....	112,000	7*	"	"	1884
1st Mortgage.....	600,000	7	March & Sept.	N.Y. or Lond.	1893	1884	94				
New Jersey Southern:						2d Mort. Mort. & S. F. Bonds.....	3,205,000	7	April & Oct.	London	1898
1st Mortgage.....	2,000,000	7	May & Nov.	New York	1890	1884	94				
1st Mort. (Tou'n River Branch) ....	120,000	6	April & Oct.	"	1893	2d Mort. Mort. & S. F. Bonds.....	3,205,000	7	April & Oct.	New York	1898
2d Mortgage.....	1,000,000	7	March & Sept.	"	1891	1884	94				
Consol. Mort. for \$7,000,000.....	5,303,000	7	April & Oct.	"	1893	Income and Funded Debt Bonds.....	174,000	7	"	"	1882
Income Mortgage.....	750,000	7	"	"	1891	Debenture Sinking Fund Bonds.....	160,000	7	May & Nov.	New York	1883
New Jersey West Line:						1st Mort. (Springfield Division).....	1,616,000	7	May & Nov.	"	1905
1st Mort. gold, for \$8,000,000....	3,000,000	7*	May & Nov.	New York	1900	Oil Creek and Allegheny River:					
New London Northern (Cen. Vt.):						1st Mortgage.....	580,000	7	April & Oct.	Philadelphia	1896
1st Mortgage.....	20,000	6</td									

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.				Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.	Price.				When.	Where.	Due.	Price.
Old Colony:	\$						Philadelphia, Wilmington & Balt.:	\$					
Plain Bonds	1,000,000	6	March & Sept.	Boston.	1876	100	Mortgage, Loan, convertible	300,000	6	Jan. & July.	Phila. & Balt.	1884	1014
Plain Bonds	32,000	5	"	"	1884	99	Loan of 1866	400,000	6	April & Oct.	"	1876	...
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101	Loan of 1867	1,000,000	6	"	"	1887	1018
New Bonds for \$3,000,000	1,692,000	1	March & Sept.	"	1894	100	Loan of 1872	600,000	6	"	"	1892	...
Cape Cod Railroad Bonds	265,500	7	Feb. and Aug.	"	1881	100	Pickering Valley (Phila. & Rdg.):						
Omaha and Northwestern:							1st Mortgage, guaranteed	331,800	7	April & Oct.	Philadelphia	1900	...
1st Mort. Land Grant, Gold	16,000 pm	7	Jan. & July.	New York.	1901	....	Pittsburg, Cinc. & St. Louis (Pa.):	775,000	7	Jan. & July.	Philadelphia	1890	...
Omaha and Southwestern:							1st Mort. (Col. & Newark Div.):	3,000,000	6	Monthly.	New York.	1884	81
1st Mortgage \$20,000 p. m.	1,034,000	8	June & Dec.	Boston.	1896	90	1st Mort. (Steub. & Ind.) conv.	6,222,000	7	Feb. & Aug.	Philadelphia	1890	79
Orange, Alex. and Munassas— See Wash. C. Va. Mid. & Gt. So.							Consol. Mortgage for \$10,000,000.	8,000,000	7	April & Oct.	"	1913	...
Oregon and California:							Consolidated 2d Mortgage						
1st Mortgage gold	10,950,000	7	April & Oct.	New York.	...		Pittsburg, Ft. Wayne & Chicago:	875,000	7	Jan. & July.	New York.	1912	1144
Osage Valley & Southern Kansas:							1st Mortgage (Series A.):	875,000	7	Feb. & Aug.	"	1912	...
1st Mortgage (5-20 years):	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage (Series B.):	875,000	7	March & Sept.	"	1912	...
Oshkosh & Miss. (C. M. & S. P.):							1st Mortgage (Series C.):	875,000	7	April & Oct.	"	1912	...
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series D.):	875,000	7	May & Nov.	"	1912	...
Oswego and Rome (B. W. & O.):							1st Mortgage (Series E.):	875,000	7	June & Dec.	"	1912	...
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....	2d Mortgage (Series G.):	860,000	7	Jan. & July.	"	1912	107
Income Mortgage	112,100	6	Feb. & Aug.	"	1891	....	2d Mortgage (Series H.):	860,000	7	Feb. & Aug.	"	1912	...
1st Mortgage, guaranteed.	201,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series I.):	860,000	7	March & Sept.	"	1912	...
Ottawa, Oswego & Fox River:							2d Mortgage (Series K.):	860,000	7	April & Oct.	"	1912	...
1st Mortgage guar. by C. B. & Q.	1,131,000	8	Jan. & July.	N.Y. & Bost.	1900	106	2d Mortgage (Series L.):	860,000	7	May & Nov.	"	1912	...
Owenboro' and Russellville:							2d Mortgage (Series M.):	860,000	7	June & Dec.	"	1912	...
1st Mortgage for \$1,500,000.	1,500,000	8	Feb. & Aug.	New York.	1892	....	2d Mortgage	2,000,000	7	April & Oct.	"	1912	161
Pacific of Missouri (Atch. & Pac.):							Bridge (O. & P. R. R.) bonds:	27,500	7	May & Nov.	Philadelphia	1876	...
1st Mortgage gold	7,000,000	6	Feb. & Aug.	New York.	1888	88	Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1887	...
2d Mortgage sinking fund	2,304,000	7	Jan. & July.	"	1891	65	Equipment bonds:	1,000,000	8	March & Sept.	"	1884	...
Income Bonds	1,500,000	7	Mar. and Sept.	"	1892	....	Pittsburg, Va. and Charleston:						
St. Louis County Debt:	700,000	7	Monthly.	St. Louis.	1885	....	1st Mortgage:	700,000	7	April & Oct.	New York.	1902	...
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....	Pittsburg, Wash'gton & Baltimore:						
1st Mort. (Carondelet Branch.):	500,000	6*	April & Oct.	"	1893	....	1st Mort. (Pittab. & Conn'lsville):	4,000,000	7	Jan. & July.	Baltimore	1898	105
1st Mort. (Leav. Atch. & N.W.):	500,000	7	"	"	1889	....	2d Mort. do. (Balt. Loan.):	5,000,000	6	May & Nov.	"	1902	...
1st Mort. (Lex. & St. Louis) gold	900,000	6*	June & Dec.	"	1899	....	1st Mort. (Turtle Cr. Div. 10 m.):	400,000	6	Feb. & Aug.	Pittsburg	1889	...
Paducah and Memphis:							Real Estate Mortgage:	100,000	6	....	Baltimore	1883	...
1st Mortgage gold for \$2,805,000.	1,541,000	7*	Feb. & Aug.	New York.	1902	....	Plymouth, Kankakee & Pacific:						
Panama:							1st Mortgage for \$3,000,000:	20,000 pm	7*	Jan. & July.	New York.	1901	...
General Mortgage, sig \$597,900	2,889,330	7*	April & Oct.	London.	1897	....	1st Mortgage gold, for \$1,800,000:	1,800,000	7	May & Nov.	New York.	1890	...
Paris and Decatur:							1st Mort. (Maine Section) gold:	800,000	6*	Jan. & July.	Boston.	1900	...
Paterson and Newark (Erie):	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....	Consol. Mort. gold, for \$3,300,000:	149,000	6*	May & Nov.	"	1901	50
1st Mortgage guaranteed.	500,000	7	Jan. & July.	New York.	1878	....	Portland and Ogdensburg (Vt.):	1,200,000	6*	May & Nov.	N.Y. & Bost.	1891	45
Pekin, Linc. & Decatur (T.W. & W.):	1,076,000	7	Feb. & Aug.	New York.	1900	60	1st Mortgage of 1863:	250,000	6	Jan. & July.	Portland.	1883	...
1st Mortgage, guaranteed.							Portland and Rochester:						
Pemberton & Hights (U.C. of NJ):							1st Mort. (Portland Loan) skg fd:	700,000	6	Jan. & July.	Boston.	1887	...
1st Mortgage guaranteed.	120,000	7	Jan. & July.	Philadelphia.	1889	100	1st Mort. (Portland Loan) eqal fd:	100,000	7	April & Oct.	"	1887	...
Peninsular (Mich.) Railway:							1st Mort. (Portland Loan) 2d Mort.:	100,000	7	May & Nov.	"	1887	...
1st Mortgage gold (S. F., 1st series)	1,800,000	7*	May & Nov.	N.Y. or Lond.	1899	...	1st Mort. (Portland Loan) 2d Mort.:	386,500	6	Mar. & Sept.	"	1891	...
1st Mortgage gold (S. F., 2d series)	979,000	7*	"	"	1900	...	Port Royal (S. C.):						
Pennsylvania:							1st Mortgage gold, skg fd:	1,800,000	7*	May & Nov.	N.Y. & Lond.	1889	...
1st Mort. (Harrish'g to Pittsb'g)	4,970,000	6	Jan. & July.	Philadelphia.	1880	103	1st Mort. gold, guar. by Ga. Co.:	1,000,000	7*	"	"	1889	...
General Mortgage	19,934,700	6	J. A. J. & O.	Philadelphia.	1910	100	Portsmouth, Ga. Falls & Conway:	514,000	7	June and Dec.	Boston.	1883	40
General Mortgage, registered.							1st Mort. guar. by Eastern R.R.:						
Consolidated Mortgage.	14,550,000	6*	Jan. & July.	London.	1905	...	Poughkeepsie and Eastern:						
State lien for \$7,500,000, skg fd	5,201,675	5	April & Oct.	Philadelphia.	175-90	...	1st Mort. gold, conv. & tax free.:	644,500	7*	Jan. & July.	New York.	1910	...
Pennsylvania Coal:							2d Mortgage:	78,000	7	"	"	"	...
1st Mortgage.	487,500	7	Feb. and Aug.	New York.	1881	....	Providence and Worcester:						
Pennsylvania and Delaware:							1st Mortgage:	500,000	6	Jan. & July.	Providence.	1890	...
1st Mortgage.	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....	Stoughton Branch bonds:	1,000,000	6	"	"	"	...
2d Mortgage.	519,000	7	April & Oct.	"	1903	....	Quincy, Alton and St. Louis:						
Pennsylvania & New York (L.V.):							1st Mortgage gold:	1,000,000	7*	May & Nov.	Philadelphia.	1882	...
1st Mortgage guaranteed.	1,500,000	7	June & Dec.	Philadelphia.	1896	107	Quincy and Palmyra:						
1st Mortgage guaranteed.	1,500,000	7	"	"	1906	....	1st Mort. assumed by H. & St. Jo.:	500,000	8	Feb. & Aug.	New York.	1892	...
Peoria & Bureau Vai (C. R. I. & P.):							Quincy and Toledo (T. W. & W.):	500,000	7	May & Nov.	New York.	1892	...
1st Mortgage guaranteed.	600,000	8	Jan. & July.	New York.	1877	....	1st Mortgage, guaranteed...	500,000	7	May & Nov.	New York.	1890	45
Peoria & Hannibal (C. B. & Q.):							Quincy and Warsaw (C. B. & Q.):	756,000	8	Jan. & July.	Boston.	1890	105
1st Mortgage, traffic guarantees.	571,000	8	Jan. & July.	Boston.	1878	104	1st Mortgage, guaranteed...	600,000	6	Jan. & July.	Richmond.	1880	...
Peoria, Pekin and Jacksonville:							1st Mort. (Saratoga & Whitehall):	157,500	6	"	"	1875	...
1st Mortgage.	1,000,000	7	Jan. & July.	New York.	1894	....	1st Mort. (Troy, Albany & Renss.):	400,000	7	March & Sept.	New York.	1886	...
2d Mort. conv. and tax free.	1,000,000	7	April & Oct.	"	1900	....	1st Mort. (Glenn's Falls):	500,000	7	May and Nov.	"	1890	...
Peoria and Rock Island:							1st Mort. (Northwestern, N.C.):	125,000	7	Jan. & July.	"	1894	...
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	...	Consol. Mort. for \$2,000,000.:	1,925,000	7	May and Nov.	"	1921	...
2d Mort. conv. and tax free.	150,000	10	Jan. & July.	New York.	1900	...	Richmond and Danville:						
Perkiomen (Phila. and Rdg.):							Virginia State Loan, skg fund.:	600,000	6	Jan. & July.	Richmond.	1880	...
1st Mortgage, guaranteed.	619,000	6	April & Oct.	Philadelphia.	1897	89	Virginia State guar. bonds.:	157,500	6	"	"	1875	...
Petersburg:							1st Mort. (Piedmont Branch.):	500,000	8	June & Dec.	Boston.	1883	...
1st Mortgage (Instalments):	341,500	8	Jan. & July.	New York.	79-98	...	1st Mort. (Saratoga & Whitehall):	300,000	7	Jan. & July.	Troy.	1880	1114
2d Mortgage.	500,000	8	"	"	1902	...	3d Mortgage:	150,000	7	"	"	1887	...
Philadelphia and Baltimore Cent.:							1st Mort. (Saratoga & Whitehall):	400,000	7	March & Sept.	New York.	1886	...
1st Mortgage (Penn. Div. 36 <sup>2</sup> m.):	800,000	7	Jan. & July.	Philadelphia.	1879	....	1st Mort. (Troy, Albany & Renss.):	500,000	7	May and Nov.	"	1890	...
1st Mortgage (Md. Div. 9 <sup>2</sup> m.):	300,000	6	"	"	1891	...	1st Mort. (Northwestern, N.C.):	125,000	7	Jan. & July.	"	1894	...
2d Mortgage (Pa. & Md. 46 m.):	400,000	7	"	"	1900	...	Consol. Mort. for \$2,000,000.:	1,925,000	7	May and Nov.	"	1921	...
Philadelphia and Erie (Penn.):							Richmond and Petersburg:						
1st Mort. (Sunbury & Erie 40 m.):	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	104	1st Mort. (Coup. and Register'd):	67,777	6	Jan. & July.	London.	1875	...
1st Mortgage.	5,000,000	6	"	"	1881	103	2d Mortgage (Coupon):	175,428	7	"	Richmond.	1875	...
2d Mortgage.	3,000,000	7	Jan. & July.	London.	1890	...	2d Mortgage (Coupon):	295,500	8	"	"	1881	...
General Mort. for \$20,000,000.	7,652,000	6*	"	"	1892	...	Dollar Loan:	124,489	5	various.	"	1875	...
Philadelphia and Reading:													

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	R	Interest Payable.		
			When.	Where	Due.				When.	Where	Due.
Saginaw Valley and St. Louis:	\$										
1st Mortgag.....	246,000	8	May & Nov.	Saginaw.	1892	---	South Carolina:	\$			
1st Mortgag.....	246,000	8	May & Nov.	Saginaw.	1892	---	1st Mortgage Sterling.....	1,486,323	5*	Jan. & July.	London.
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	87,700	7	" "	New York.
1st Mort. (Cal. & Baring).....	86,200	8	Jan. & July.	Calais, Me.	1879	---	2d Mort. for \$3,000,000.....	615,500	7	April & Oct.	" "
2d Mort. (" ".....	17,500	8	" "	"	1879	---	Domestic (G) Bonds.....	111,000	6	Jan. & July.	Charleston.
Calais Loan (Lewey's Island).....	115,000	8	June & Dec.	"	1876	---	Domestic (I) Bonds.....	1,296,500	7	April & Oct.	" "
St. Joseph & Denver City:							Domestic (K) Bonds.....	76,000	6	Jan. & July.	" "
1st Mort. (E. D.) gold tax free.....	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1892	---	South Georgia and Florida:	\$			
1st M. (W.D.) land grant, g'd tax fr.....	5,500,000	8*	" "	"	1900	---	1st Mort. assumed by Atl. & Gulf.....	464,000	7	May & Nov.	New York.
Joseph and St. Louis:							2d Mort. " " " ".....	200,000	7	" "	" "
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	---	South Mountain Iron (Cumb. Val) :	200,000	6	June & Dec.	Philadelphia.
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	7	March & Sept.	" "
1st Mortgage skg f'd. (Series A).....	1,100,000	7	Jan. & July.	New York	1894	110	2d Mortgage for \$200,000.....	177,500	7	" "	" "
1st Mortgage skg f'd. (Series B).....	1,100,000	7	April & Oct.	"	1894	---	South and North Alabama:				
2d Mortgage preferred (Series C).....	1,400,000	7	Feb. & Aug.	"	1894	88	1st Mort. endor. by Ala. gold.....	391,000	8	Jan. & July.	New York.
2d Mortgage preferred (Series D).....	1,400,000	7	May & Nov.	"	1894	---	Sterling Mort. guar. by L. & N. & 1,100,000	621,000	8	May & Nov.	London.
2d Mortgage Income (Series E).....	1,700,000	7	" "	"	1894	68	1st Mortgage gold, assumed.....	7,188,500	6*	Jan. & July.	New York.
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	---	South Shore (Mass.):				
St. Louis, Iron Mt. and Southern:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.
1st Mort. (St. Louis & Iron Mt.).....	4,000,000	7	Feb. & Aug.	New York.	1892	97	2d Side, Va. (A. M. and O.):				
2d Mort. (" ".....	6,000,000	7*	May & Nov.	"	1897	51	1st preferred bonds.....	675,000	8	Jan. & July.	New York.
1st Mort. L.G. (Arkansas Br'd).....	2,500,000	7	June & Dec.	"	1897	---	2d preferred bonds.....	621,000	6	" "	" "
1st Mort. (Cairo, Ark. & Tex.).....	1,500,000	7*	" "	"	1897	---	3d preferred bonds.....	452,500	6	" "	" "
Consolidated Mortgage.....	1,500,000	7	---	"	1899	---	Southern Central (N. Y.):				
St. Louis, Jacksonville & Chicago:							1st Mortgage, skg fund conv.....	1,500,000	7	Feb. & Aug.	New York.
1st Mortgage.....	2,922,000	7	April & Oct.	New York.	1894	---	2d Mortgage.....	800,000	7	March & Sept.	" "
2d Mortgage.....	548,000	7	Jan. & July.	"	1898	---	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.
St. Louis, Kansas City & Northw:							2d Mortgage.....	750,000	7	March & Sept.	New York.
1st Mortgage (North Missouri).....	6,000,000	7	Jan. & July.	New York.	1895	88	3d Mortgage.....	1,500,000	7*	May & Nov.	New York.
Real estate & 2d M. for \$8,000,000	993,000	7	March & Sept.	"	1899	---	Southern Iowa and Cedar Rapids:				
St. Louis, Lawrence and Denver:							1st Mortgage.....	1,500,000	7*	May & Nov.	New York.
1st Mort. guar. by Atl. and Pac. ....	1,020,000	6	Jan. & July	New York.	1901	---	2d Mort. Sink. Fund.....	1,500,000	7	May & Nov.	New York.
St. Louis and South Eastern:							Southern Minnesota:				
1st Mort. gold skg fund conv.....	2,207,000	7	May & Nov.	New York.	1894	---	1st Mortgage land grant tax free.....	3,340,000	8	Apl. & Oct.	New York.
1st M. (Evans, D.) gold skg f'd, con	1,000,000	7	" "	"	1896	---	2d Mortgage, land grant.....	1,262,000	7	Jan. & July.	" "
1st Mort. (Evans, Hen. & Nash).....	1,000,000	7	Jan. & July.	"	1897	---	Southern (Cal.) Pacific:				
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	---	1st Mortgage gold for \$28,000,000.....	11,000,000	6*	April & Oct.	New York.
St. Louis, Van. & T. H. (T.H.&L.):							Southern Pennsylvania:				
1st Mortgage, guaranteed.....	1,300,000	7	Jan. & July.	New York.	1897	---	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.
2d Mortgage, (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	---	2d Mortgage gold.....	88,000	7*	" "	" "
2d Mortgage (B.) convertible.....	1,000,000	7	" "	"	1898	---	Southern Western (Cen. of Ga.):				
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	---	Plain Bonds, various conv.....	391,000	7	various.	Macon.
St. Paul and Iowa, Southwestern:							1st Mortgage (Muscogee) conv.....	300,000	7	" "	" "
1st Mortgage.....	4,500,000	7*	May & Nov.	.....	1903	---	Spartanburg and Union:				
St. Paul and Pacific 1st Division:							1st Mortgage, end by S. Car. ....	350,000	7	Jan. & July.	Charleston.
1st Mort. (St. P. to St. Anth.) 10m:	120,000	8	March & Sept.	New York.	1892	---	1st Mortgage not endorsed.....	198,370	7	" "	" "
1st M. (St. Paul to Watab) 80m:	366,000	7	Jan. & July.	"	1892	---	Springfield, Athol & Northeastern:				
2d Mort. (do.) & 1st land gr.....	1,145,750	7	June & Dec.	"	1892	---	1st Mortgage.....	416,000	7	Jan. & July.	Boston.
1st M. (Main L.) R.R. & Lands.....	3,000,000	7*	May & Nov.	London.	1892	---	Springfield & Illinois S. Eastern:				
2d M. (do.) R.R. & Lands.....	8,500,000	7*	" "	"	1892	---	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.
General Mortgage for \$15,000,000	7*	---	" "	"	1892	---	2d Mortgage gold, tax free.....	416,000	7*	April & Oct.	" "
St. Paul, Stillwater & Taylor's F.:							Syracuse and Northwestern:				
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	---	1st Mortgage gold, skg fund.....	500,000	7*	Feb. & Aug.	New York.
Salem (West Jersey):							Staten Island:				
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	---	1st Mortgage.....	200,000	7	Jan. & July.	New York.
Salem and Lowell (B. & L.):							Stanstead, Shefford and Chamby:				
1st Mortgage.....	228,000	6	Feb. & Aug.	Boston.	1878	99	1st Mort., Guar. by Cent. Verm. & Sullivan (Central Ver.):				
Sand, Mansfield & Newark (B&O):							1st Mortgage.....	500,000	7	Jan. & July.	Boston.
1st Mortgage guaranteed.....	2,301,000	7	Jan. & July.	New York.	1900	---	2d Mortgage.....	500,000	6	Jan. & July.	" "
Saratoga & Whitehall (R. & S.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	---	Summit Branch:				
Savannah, Albany & Gulf (A. & G.):							1st Mortgage.....	600,000	7	Jan. & July.	N.Y., Bos. Ph.
Sectional Mort. ....	400,000	7	March & Sept.	"	1886	---	1st Mortgage.....	1,200,000	7*	April & Oct.	Philadelphia.
Savannah and Charleston:							Income Mort. gold.....	200,000	6*	" "	" "
1st Mortgage (Sav. & Char.).....	500,000	7	Jan. & July.	New York.	1889	---	Suspense, Bridge & Erie June (E.):				
State guaranteed (C. & S. bonds).....	505,000	6	March & Sept.	Charleston.	1877	---	1st Mortgage.....	1,000,000	7	.....	New York.
Funded Interest bonds, guar.....	111,800	7	" "	"	1880	---	2d Mortgage.....	200,000	7	.....	" "
Savannah, Griffin & North Ala.:							1st Mortgage.....	600,000	7	.....	
1st Mortgage for \$600,000 guar.....	152,000	7	Jan. & July.	Macon.	1891	---	2d Mortgage.....	1,200,000	7*	April & Oct.	Philadelphia.
Savannah and Memphis:							Income Mort. gold.....	200,000	6*	" "	" "
1st Mort. gold, endor. by State.....	16,000pm	8*	May and Nov.	New York.	1890	---	Suspense, Bridge & Erie June (E.):				
Schenectady & Susq. (D. & H. Can.):							1st Mortgage.....	1,000,000	7	.....	New York.
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	---	2d Mortgage.....	1,400,000	7	April & Oct.	New York.
Schoolcraft & Three R. (LSA MS):							Income Mort. gold.....	270,000	7	June & Dec.	" "
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	---	Syracuse and Chenango Valley:				
Seaboard and Roanoke:							1st Mort. gold, for \$600,000.....	500,000	7*	Feb. and Aug.	New York.
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	---	Tebo and Neosho (M. K. & T.):				
Selma, Mobile and Gulf:							1st Mort. gold, skg fund.....	1,163,000	7*	June & Dec.	New York.
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	---	Terre Haute & Indianapolis:				
Selma, Marion and Memphis:							1st Mortgage.....	800,000	7	April & Oct.	New York.
1st Mort. guar. by Ala. ....	16,000pm	8	March & Sept.	New York.	1889	---	2d Mortgage.....	516,000	7	" "	" "
Selma, Rome and Dalton:							Bonds of 1873 for \$1,600,000.....	516,000	7	.....	
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	---	1st Mortgage S. F. Gold.....	40,000pm	6*	June & Dec.	N.Y. or Lond.
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	---	2d Mortgage.....	1,350,000	7	Jan. and July.	" "
Equipment Mortgage.....	230,000	10	" "	"	1891	---	1st Mortgage.....	1,350,000	7	Jan. and July.	1906
Shannokin Valley & Pottsville (N. C.):							1st Mortgage.....	1,350,000	7	Jan. and July.	50
1st Mortgage, on road and lands.....	2,000,000	7*	Jan. & July.	Philadelphia.	1901	95	2d Mortgage.....	2,500,000	7	" "	82
Sheboygan and Fond du Lac:							1st Mort. (G. West. Rwy. of '59).....	2,500,000	7	" "	84
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	---	1st Mort. (G. West. Rwy. of '59).....	2,500,000	7	" "	84
1st Mortgage extension.....	694,000	8	April & Oct.	"	1890	---	1st Mort. (Quincy and Toledo).....	500,000	7	May & Nov.	1906
Shenango and Allegheny:							1st Mort. (Illa. & South'n Iowa).....	300,000	7	Feb. and Aug.	73
1st Mortgag for \$1,000,000.....	705,000	7	April & Oct.	New York.	1889	---	1st Mort. (Decatur & East St. L.).....	94,000	8	Jan. & July.	30
Shenango Valley (O.).....							1st Mort. (Illa. & South'n Iowa).....	1,800,000	7	May & Nov.	1906
1st Mortgag.....	400,000	7	April & Oct.	New York.	1891	---	2d Mort. (Toledo and Wabash).....	1,000,000	7	May & Nov.	1910
2d Mortgag.....	200,000	7	Jan. & July.	"	1902	---	1st Mort. (Toledo and Wabash).....	1,000,000	7	May & Nov.	53
Shore Line (N. Y., N. H. & Hart.):							2d Mort. (Toledo and Wabash).....	1,500,000	7	" "	53
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	---	1st Mort. (Toledo and Wabash).....	1,500,000	7	" "	53
St. Louis City and St. Paul:							2d Mort. (Toledo and Wabash).....	1,500,000	7	" "	53
1st Mortgage.....	1,240,000	8	May and Nov.	New York.	1901	---	1st Mort. (Toledo and Wabash).....	1,500,000	7</td		

## AMERICAN RAILROAD BOND LIST.

The Letter (a) affixed to Rate of Interest Signifies "Payable in GOLD."

Description of Bonds.	Amount.	Rate	Interest Payable.			Description of Bonds.	Amount.	Rate	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	
Troy & Bennington (T. & B.): 1st Mortgage skg fund, guar.	\$ 59,700	7	Jan. & July.	Troy.	1878	...	Western Maryland:	\$ 400,000	6	Jan. and July.	Baltimore.	1890
Troy and Boston:							1st Mortgage, unendorsed.	200,000	6	"	"	1890
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	...	2d Mort.	300,000	6	"	"	1890
2d Mortgage.....	300,000	7	April & Oct.	"	1885	...	2d Mort. endor. by Wash. Co.	300,000	6	"	"	1890
3d Mortgage.....	650,000	7	May and Nov.	"	1876	...	2d Mortgage preferred.	600,000	6	"	"	1895
Convertible Bonds.....	648,000	7	"	"	1882	...	3d Mortgage endor. by Balt.	875,000	6	"	"	1900
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	"	"	1900
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	...	Western Pacific (Cen. Pac.):					
Troy Union (and Depot):							1st Mort. assumed.....	2,735,000	6	Jan. and July.	New York.	1899
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	...	2d Mort. ....	800,000	6	Apr. and Oct.	Philadelphia.	1863
Tuckerton:							1st Mortgage (Pittabg. Branch). Western Union (Chi., M. & St. P.):	1,900,000	6	Jan. and July.	"	1896
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	...	1st Mortgage for \$5,000,000 .....	3,500,000	7	Jan. and July.	New York.	1896
Union Pacific:							West Jersey:					
1st Mortgage gold, tax free.....	27,236,000	6	Jan. & July.	N. Y. & Balt.	1867-99	103	Debenture bonds, guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883
1st Mort. Land Grant.....	7,874,000	7	Apr. and Oct.	"	1887	101	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	1867-99	103	1st Mortgage (Salem) guar.	100,000	6	"	Philadelphia.	1878
3d Mortgage Sinking Fund.....	14,400,000	8	March & Sept.	New York.	1894	94	1st Mort. (Swedesboro') guar.	200,000	6	June & Dec.	Camden.	...
Omaha Bridge B'ds, stg £500,000	2,500,000	8	Apr. and Oct.	London.	1896	...	2d Mort. (Cape May & Millville).....	340,000	7	Apr. and Oct.	"	95
Union Pacific (Central Div.):							Consolidated Mortgage.....	1,000,000	7	"	"	1890
1st Mortgage gold, tax free.....	1,600,000	6	May and Nov.	New York.	1895	...	West Wisconsin:					
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S. Treasury.	1867-78	...	1st Mort. land gr., gold skg fund.....	3,900,000	7	Jan. and July.	N. Y. or Lond.	1887
Union Pacific, S. Br. (M. K. & T.):							1st Mort. (Southern Extension).....	640,000	7	"	"	1902
1st Mortgage gold, skg fund.....	3,220,000	6	Jan. & July.	New York.	1899	...	White Water Valley:					
Union & Titusville (O.C. & A. Riv.):							1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	...	Wico Mico and Pocomoke:					
United N. J. R. R. & Canal Co.:							1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888
Loan of 1901 (United Compa's).....	3,000,000	6	March & Sept.	Philadelphia.	1901	99	Williamston and Tarboro':					
Sterling Loan £369,200 (U. Co's).....	1,848,000	5	"	London.	1894	...	1st Mortgage.....	360,000	8	May and Nov.	New York.	1900
Sterling Loan £360,000 ( " ).....	1,800,000	6	"	"	1894	...	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900
Loan of 1894 Sk. Fund ( " ).....	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	...	Wilmington and Reading:					
Loan of 1888 (United Compa's).....	154,000	6	Feb. and Aug.	"	1888	96	1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900
Bond to State of N. J. (U. Co's).....	500,000	7	(Due 90 days)	"	1888	...	2d Mortgage coupon or regis. ....	1,700,000	7	Jan. and July.	"	1902
Sterl'g S. F. £262,000 (C. & Am.):	1,810,000	6	Feb. and Aug.	London.	1880	...	Wilmington and Weldon:					
Loan of 1883 (Camden & Amb'y).....	1,700,000	6	"	Philadelphia.	1883	101	Sterling Bonds.....	648,700	6	Jan. and July.	London.	1881
Loan of 1889 ( " ).....	866,000	6	June & Dec.	Princeton.	1889	95	Sterling Bonds.....	221,400	7	May and Nov.	"	1886
Mortg. Loan ( " ).....	5,000,000	6	May and Nov.	Philadelphia.	1878	103	Sinking Fund gold, Bonds.....	749,000	7	Jan. and July.	New York.	1890
Loan of '78 (N. J. R. R. & T. Co.).....	450,000	6	Feb. and Aug.	New York.	1878	...	Wilmington and Western (Del.):					
Bond to State of N. J. (do.).....	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	1880	...	1st Mortgage.....	500,000	7	J. A. J. & G.	Phil. & Wilm.	1892
Utah Central:							1st Mortgage \$20,000 p. m. ....	2,750,000	7	Jan. and July.	New York.	1887
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City.	1890	...	2d Mortgage \$12,000 p. m. ....	1,650,000	7	May and Nov.	"	1907
Utah Southern:							Extension mortgage bonds.....	4,875,000	7	June & Dec.	"	1906
Utica and Black River:							Wisconsin Central:					
1st Mortgage.....	200,000	7	Jan. & July.	Salt Lake City.	1891	...	1st M. L. G. gold S. F. \$25,000pm	4,618,500	7	Jan. and July.	Boston.	1901
Bonds of 1871 (2d issue).....	575,000	7	"	"	1891	...	Worcester (M. d.):					
Utica, Ithaca and Elmira:							1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891
1st Mortgage, Sterling.....	1,500,000	7	Jan. & July.	London.	1902	...	Worcester and Nashua:					
Vermont Cent.—See Central Vt.							Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881
Vermont and Massachusetts:							Plain Bonds.....	185,300	6	Various.	"	1881
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	100	Plain Bonds.....	250,000	7	Apr. and Oct.	"	1893
Convertible bonds, tax free.....	200,000	7	"	"	1879	104	CANAL BONDS.					
Convertible bonds.....	150,000	7	"	"	1881	103	Chesapeake and Delaware:					
Vicksburg and Meridian:							1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886
1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	...	Chesapeake and Ohio:					
General 2d series (blue).....	850,000	7	"	"	1890	...	Sterling Loan guaranteed.....	4,375,000	5	J. A. J. & O.	London.	1890
Mortgage 3d series (black).....	138,000	7	"	"	1890	...	Preferred Bonds (next item).....	1,699,500	6	Jan. and July.	Baltimore.	1885
4th series (not end.).....	1,141,700	7	Apr. and Oct.	"	1890	...	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878
Special Loan 1871.....	213,000	8	Jan. and July.	"	1880	...	1st Mort. (1st series, Nov. 1, '67 regis.).....	1,500,000	7	May and Nov.	New York.	1877
Vineland:							2d series, July 1, 1889 regis. ....	2,500,000	7	Jan. and July.	"	1884
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1800	...	3d series, Jan. 1, 1871.....	3,500,000	7	"	"	1884
Virginia & Tennessee (A. M. & O.):							Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	"	1894
Enlarged Mortgage.....	990,000	6	Jan. and July.	N. Y. & Lynch.	1884	73	Registered bonds of 1874.....	2,000,000	7	"	"	...
4th Mortgage.....	870,000	8	March & Sept.	"	1900	75	Lehigh Coal and Navigation:					
Registered Certificates.....	118,295	8	Jan. and July.	"	1875	...	Mortgage Loan of 1877.....	762,779	6	June & Dec.	Philadelphia.	1877
Funded Interest.....	226,300	8	"	"	1880	...	Convertible Bonds.....	42,550	6	"	"	1882
Income Mortgage (fundable).....	93,500	8	"	"	1866	...	Convertible Loan, gold.....	82,000	6	March & Sept.	"	108
Walkill Valley (Erie):							1st Mortgage, registered.....	5,441,841	6	J. A. J. & O.	"	1884
1st Mortgage gold, tax free.....	810,500	7	Apr. and Oct.	New York.	1901	...	1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	103
Warren (D. L. & W.):							Mortgage (equip.) Loan, gold.....	4,757,000	6	June & Dec.	"	1897
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	...	Consolidated Mortgage.....	1,066,000	7	"	"	1911
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	...	Greenwood Mortgage Loan.....	776,000	6	Feb. and Aug.	"	1922
Warren & Franklin (O.C. & AllR.):							Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	80	Monongahela Navigation:					
Warwick Valley (Erie):							1st Mortgage.....	108,000	6	Jan. and July.	New York.	1887
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	...	Morris (and Banking):					
Wasatch and Jordan Valley:							1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876
1st Mortgage.....	150,000	9	May and Nov.	New York.	1893	...	2d Mortgage.....	285,000	6	Feb. and Aug.	"	1876
Washington City, Va. Mid. & Gt. So.:							Boat Loan, sinking fund.....	236,966	7	Apr. and Oct.	"	1899
1st Mort. (O. Alex. & Manassas).....	1,650,000	7	Jan. and July.	Baltimore.	1882	85	Preferred Stock Dividend Scrip. ....	103,164	7	Jan. and July.	"	1887
2d Mort. ( " " ).....	350,000	7	"	"	1891	...	Pennsylvania:					
1st Mort. (Orange & Alexandria).....	400,000	6	May and Nov.	"	1873	80	1st Mortgage skg fund guar. ....	2,805,000	6	Jan. and July.	Philadelphia.	1910
2d Mort. ( " " ).....	1,200,000	6	Jan. and July.	"	1875	73	1st Mortgage.....	600,000	6	"	"	72
3d Mort. ( " " ).....	600,000	8	May and Nov.	"	1873	72	1st Mortgage (Wy. Val. Can.):					
4th Mort. ( " " ).....	700,000	8	March & Sept.	"	1880	55	Schuylkill Navigation (Ph. & Rdg.):					
Funded Coupons (do.).....	722,664	—	—	—	—	...	1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	182-97
1st Mort. (Lynchb'g & Danville).....	521,000	8	Apr. and Oct.	"	1896	...	2d Mortgage.....	3,990,392	6	Jan. and July.	"	82-97
Virginia State Loan.....	249,902	7	Jan. and July.	"	'92-'98	...	Improvement bonds.....	260,000	6	May and Nov.	"	92
Washington and Ohio:							Boat and Car Loan.....	756,550	6	"	"	1919
1st Mort. (Alex. Lou. & Ham.).....	47,000	7	May and Nov.	New York.	1898	...	Boat and Car Loan.....	621,600	7	"	"	1915
1st Mortgage for \$8,000,000.....	255,500	7	Apr. and Oct.	"	1901	...	Coupon Bonds.....	1,200,000	6	Jan. and July.	"	92
Westchester and Philadelphia:							Susquehanna and Tide Water:					
General Mortgage, tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	106	2d Mortgage (Maryland Loan).....	1,000,000	6	Jan. and July.	Phila. & Balt.	1885
Western North Carolina:							3d Mortgage (Susqueh. Canal).....	1,811,000	6	"	"	76
1st Mortgage.....	825,000	8	Jan. and July.	—	1890	...	Pref. Int. Bds ( " " ).....	324,810	6	"	"	...
Western of Alabama:							Union:					
1st Mortgage (Western R.R.):	600,000	8										





RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Land Grant Railroads are included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Year ending	Rolling Stock.		Companies.		Operations.		Earnings.		Value of shares.			
	Railroad.	Cars.	Railroad.	Assets.	Passenger.	Gross.	Freight.	Tons.	Net.	Market.		
Freight	R. M. E.	Pass.	Rolling Stock.	Accounts and Cash.	Accounts.	Bonds.	Stocks.	Number.	Dividends.	Par.		
M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.		
Jun. 30, 1874	111,0	4	310, Gilligan, Clinton & Springfield, Illinoia.	4,056,167	380,630	2,000,000	594,256	111,0	88,664	100...		
Jun. 30, 1874	111,0	5	310, Geisen and Decker (Erie), New York.	291,704,050	105,840	246,500	4,673	21,500	21,500	100...		
Jun. 30, 1874	111,0	6	10,127 (Grand Rapids and Indiana), Mich. & Ind.	10,984,700	95,089	8,000,000	189,960	136,189	383,850	100...		
Jun. 30, 1874	111,0	7	226, Grand Rapids, Newago & L. Shore, Mich.	216,750	2,709	583,001	47,001	35,4	75,631	71,555...		
Dec. 31, 1874	331,0	8	226 Grand River, Wayne (M. C. & W.), Michigan.	2,000,000	1,003,000	283,788	241	167,789	106,406	6 100...		
May 31, 1874	9,40	9	340 Grand Tower and Clarendon, Ill., Ill.	604,500	117,460	721,960	1,976,239	1,744,762	1,965,185	100...		
Jan. 30, 1875	2,11	10	145,977,785	473,965	272,666	64,942,948	98,726,908	1,965,239	1,875,756	4,046,124	14 100...	
Jan. 30, 1875	2,11	11	Canada, 389,942,007	2,172,065	287,716	18,726,336	68,3	1,976,239	1,864,444	41,732	100...	
Jan. 30, 1875	2,11	12	217,160	43,462,007	429,892	317	500,000	1,386,000	36,139	198,327	100...	
Mar. 31, 1875	68,8	13	65, Gulf, Western Texas (W. & W.), Tex.	1,387,000	457,000	900,000	1,046,888	62,0	141,701	97,101	7 100...	
Aug. 31, 1874	48,4	14	23,297,725	821,702	14,260,888	1,182,650	1,000,000	274,615	248,671	248,671	7 100...	
Aug. 31, 1874	48,4	15	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	16	61, 1,652, Hanaford and St. Joseph, I.	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...
Aug. 31, 1874	48,4	17	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	18	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	19	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	20	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	21	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	22	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	23	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	24	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	25	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	26	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	27	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	28	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	29	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	30	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	31	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	32	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	33	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	34	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	35	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	36	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	37	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	38	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	39	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	40	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	41	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	42	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	43	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	44	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	45	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	46	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	47	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	48	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	49	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	50	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	51	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	52	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	53	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	54	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	55	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	56	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	57	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	58	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	59	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	60	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	61	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	62	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	63	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	64	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	65	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	66	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	67	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	68	1,882,650	2,087,910	2,056,500	1,000,000	1,000,000	320,583	416,663	416,663	7 100...	
Aug. 31, 1874	48,4	69	1,882,650	2,087,910	2,05							



Debt. Income, Dividends, &c., &c.

in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (-) across the column signifies that the cost of the railroad is included in the cost of the rolling stock. Railroads are distinguished by a "1." Land Grant Railroads are printed in "Italics."

### General Balance Sheet

Shares Market. Par.	Dividends.		Net		Gross.		D. G. Inc. \$
	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	
871.0	M. M.	Number.	Tons.	8	88,901	100.00	198.1
62.9	39,800	6,058,163	9118,410	22,642,271,910	5,380,024,041	50.198	50.277
125.7	(Opened July 1, 1872)	4,461	1,482,005	23,784	50.00	50.00	50.00
		1,016,747	1,486,488	469,540	50.00	50.00	50.00
45.2	76,312	17,201	(Under construction.)	88,911	88,901	100.00	100.00
82.0	343,709	180,490	2,989,377	126,000	126,000	8	100.00
91.0	220,391	94,932	1,765,860	241,056	30,947	100.00	100.00
57.0	161,406	288,191	135,394	260,014	4,838	100.00	100.00
287.8	2,716,592	650,168	2,989,377	3,606,910	1,085,756	50.41	50.41
32.3	1,174	1,157,150	1,765,860	2,947,647	1,043,831	8	50.197
725.3	8,119,072	6,964,868	10,209,600	14,425,121	6,720,265	10	50.194
663	110.0	1,370,912	1,157,150	2,093,846	775,976	10	100.131
201.0	3,091,282	672,119	1,473,811	3,575,316	996,782	60.00	60.00
468.4	510,949	2,207,823	2,560,461	5,866,472	4,444,142	7	100.994
30.0	342,632	284,386	90,927	127,170	63,076	50.00	50.00
173.8	2,262,900	936,801	1,233,967	1,625,125	210,171	60.00	60.00
78.0	147,308	156,332	68,985	168,389	47,288	100.00	100.00
862.6	138,799	111.8	68,985	168,389	150,000	100.00	100.00
41.0	84,054	73,462	20,781	76,586	6,576	100.00	100.00
21.0	51,049	100,576	61,216	74,904	20,835	100.00	100.00
5.8	13,146	121,863	50,927	47,910	16,054	100.00	100.00
226	59.5	59,390	116,639	506,388	93,071	204,965	10.100
36.0	35,860	12,650	38,281	27,437	9,989	60.00	60.00
46.3	70.0	70.0	10,672	10,672	10,672	100.00	100.00
44.0	97.0	58,083	57,620	76,923	15,086	100.00	100.00
890	47.7	242,122	138,771	382,399	310,617	82,394	100.00
191.4	81.9	161,848	200,004	161,799	328,116	100.00	100.00
386	87.0	186,860	166,582	401,883	172,764	100.00	100.00
2376	46.7	108,770	108,614	86,749	147,220	93,867	100.00
38.3		(No report supplied.)				34,012	0
24.1	(Opened Sept. 16, 1874.)					100.00	100.00
202.3	900,106	166,056	29,436	802,861	144,643	100.00	100.00
187.0	58,660	186,000	1,221,968	862,611	7,301	90.96	90.96
24.0	22.0	46,154	26,408	134,620	485,000	8	100.34
215.0	38.3	164,160	164,160	66,970	70,810	100.00	100.00
				83,914	24,311	100.00	100.00
				1,640,172	102,834	100.00	100.00
				3,024,073	3,111	100.00	100.00
				30,000	104,619	100.00	100.00
				11,700	12,500	100.00	100.00
				240,000	641,028	100.00	100.00
				2,046,000	6,060	100.00	100.00
				429,627	5,241	100.00	100.00
				116,864	356,801	127,789	127,789
				124,145	100.00	100.00	100.00
				149,574	116,750	49,670	49,670
				268,669	567,961	80,611	80,611
				108,746	108,746	84,498	84,498
				24,308	72,571	10,987	10,987
				164,766	11,766	1,101	1,101
				1,101	1,101	100.00	100.00
				181,312	287,165	163,401	163,401
				9,916	28,903	6,800	6,800
				104.0	104.0	100.00	100.00
				34,867	34,867	100.00	100.00



**PREFERRED & GUARANTEED STOCKS**

Marked thus (\*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

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**WHOLESALE PRICE CURRENT.**

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IRON—DUTY: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 to 1 1/4 cents per lb.; Pig, #7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 24; Scrap Cast, #6; Scrap Wrought, #8 per ton. No Bar Iron to pay a less duty than 35 per cent ad val.
Pig, Scotch—Coltness.....per ton 23 @ —
Gartsherrie.....32 50 @ —
Summerlee.....— @ 9 —
Carnbroe.....— @ 6 —
Langloan.....— @ 6 —
Glengarnock.....21 —
Eglinton.....29 50 @ 30
Pig, American, No. 1.....23 @ 24
Pig, American, No. 2.....21 @ 22
Pig, American, Forge.....18 @ 20
Bar Refined, English and American.....— @ 6 —
Bar, Swedes, assorted sizes.....(gold).— @ 110 —
Bar, Swedes, ordinary sizes.....130 @ 140 —
Bar, Swedes, Plow sizes.....— @ 6 —
Bar, Refined, 4 to 2 in. rd. & sq. 1 to 6 in. x 1 to 1 in.....57 50 @ —
Bar Refined, 1 1/2 to 6 by 4 & 5-16 in.....62 50 @ —
Bar Refined, 1 & 1/2 by 4 & 5-16.....62 50 @ —
Large Rounds, 2 1/2 to 3 1/4 @ 4 in.....62 50 @ 72 50
Scroll.....77 50 @ 122 50
Oval and Half-round.....72 50 @ 82 50
Band, 1 to 6 in. by 3-16 to No. 12.....72 50 @ 77 50
Horse Shoe.....85 @ 90 —
Rods, 4 @ 16 inch.....62 50 @ 110
Hoop, # by No. 22 to 1 & 1/4 by 13 & 14.....82 50 @ 130
Nail Rod.....per lb.—74 @ — 8
Sheet Russia, as to assortment.....(gold).—12 @ 12 —
Sheet, Single, D, and T. Common.....—44 @ — 44
Sheet, Doubles and Trebles, Charcoal.....—5 @ 5 —
Sheet Galvanized 1st and 2d quality. List 20 @ 35 p ct. disc. Rails, English.....(gold).—per ton 35.— @ 36 —
Rails, American at Works in Penna.—c'ly 43.— @ 48 —
STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 24 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3 1/2 cents per lb. and 10 per cent. ad val. (Store Prices.)
English, Cast, (2d and 1st quality).—per lb.—14 @ — 16
English Spring (2d and 1st quality).—6 @ — 6
English Blister (2d and 1st quality).—9 @ — 14
English Machinery.....94 @ — 104
English German (2d and 1st quality).—10 @ — 114
American Blister.....— @ 6 —
American, Cast, Tool.....— @ — 16
American, Cast Spring.....— @ — 9
American Machinery.....— @ — 10
American German Spring.....— @ —
NAILS—DUTY: Cut, 1 1/2; Wrought, 2 1/2. Wrought Horse Shoe, 5 cents per lb.; Copper, 48 per cent.; Yellow Metal and Zinc, 38 per cent. ad val.
10d. to 60d. Com. Fence. & Sheath per keg. 2 90 @ 3 —
8d. and 9d. 3 25 @ —
6d. and 7d. 3 50 @ —
4d. and 5d. 3 75 @ —
3d. and 4d. Light.....4 50 @ —
3d. Fine.....5 25 @ —
2d.....6 @ —
Cut Spikes, all sizes.....3 25 @ —
TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terns Plates, 1-10 cents per pound.
Bianca.....(gold) per lb.— @ — 24
Straits.....(gold).—19 @ — 19
English, L. & F. ....(gold).— @ — 184
English, Refined.....(gold).—13 @ — 19
Plates—Fair to good brands. Gold.
I. C. Charcoal.....per box. 7 50 @ 7 75
I. C. Coke.....6 62 @ 6 6
Coke Terns.....6 25 @ 6 374
Charcoal Terns.....7 @ — 7 25
PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.
Crude 40 @ 48 gravity (in bulk).—7 @ —
Crude 40 @ 47 gravity (in shipping order).—10 @ — 11
Refined, Standard White (in ship'g order).—13 @ — 14
Refined, S. W. (in jobbing lots).—14 @ — 17
Refined, S. W. (in tin).—17 @ — 20
Naphtha, Refined (65 @ 73 gravity).—8 @ — 9
Residuum... (in shipping order), per gall.— @ — 6
COPPER—DUTY: Pig, Bar and Ingots, 5; Old Copper 4 cents per lb.; Manufactured, Copper and Yellow Metal, Sheathing and Bolts, 45 per cent. ad val.
Copper, New Sheathing, (over 12 oz.) per lb.— @ — 30
Copper, Bolts.....— @ — 31
Copper, Braziers' (over 16 oz.).....— @ — 31
Copper, Nails.....38 @ — 39
Copper, Old Sheathing, &c., mixed lots.....19 @ — 21
Copper, American Ingot Lake.....23 @ — 28
Copper, English Pig.....— @ —
Yellow Metal, New Sheathing & bronze.....— @ — 21
Yellow Metal, Bolts.....— @ — 28
Yellow Metal, Nails, Sheathing & Slating ..— @ — 21
LEAD—DUTY: Pig, #2 per 100 lb.; old Lead, 1 1/2 cents per lb.; Pipe and Sheet, 24 cents per lb.
Spanish Ordinary.....(gold) per 100 lb. 6 87 @ 7 —
German Ordinary.....(gold) 6 87 @ 7 —
English.....(gold).— @ 7 124
Foreign Refined.....(gold).— @ —
Domestic.....(gold). 5 90 @ 5 95
COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.
Liverpool Gas Cannel.....12 @ —
Liverpool House Cannel.....17 @ 15 —

### **Philadelphia Stock Exchange**

*Actual Sale Prices for the week ending Jan. 11.*

	W.5.	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.
Allegheny Val. 7 3-10m.	92x	92x	94	94	94	94
7s.						
Camden & Am. 6s, 1888.	101	101	101	101	101	101
6s, 1889.	90	90	90	90	90	90
Mort. 6s, 1889.	106	106	106	106	106	106
Camden and Atlantic.						
Preferred.	55	55	55	55	55	55
1st mortgage.						
2d mortgage.						
Catawissa.						
Preferred.	48	48	48	48	48	48
New preferred.	42	42	42	42	42	42
7s, new.						
Elmira & Williamsport.						
Preferred.						
7s.						
Hunt. & B. Top Mt.						
Preferred.						
2d mortgage.						
Lehigh Navigation.	50	50	50	50	50	50
6s, 1877.						
6s, 1884.	103	102	102	102	102	102
Gold Loan.	103	104	104	103	103	103
Railroad Loan.						
Conv. Gold Loan.						
Lehigh Valley.	62	62	62	62	62	62
6s, new, coupon.						
6s, new, registered.	106					
7s.	111					
Little Schuylkill.						
7s.						
Minehill & Sch. Haven.	52	52	52	52	52	52
North Pennsylvanias.						
1st mortgage 6s.						
2d mortgage 7s.						
Chattel 10s.						
Gen'l mort. 7s, coup. 100	102	102	102	102	102	102
Northern Central.	35	36	36	36	37	37
Oil Creek & Alleg. Riv.	11	12	12	12	12	12
1st mortgage.						
Pennsylvania R. R.	53	54	54	54	54	54
1st mortgage.						
Gen'l mortgage.	100	100	100	100	100	100
Gen'l mort. reg.	103	103	103	103	103	103
Penn. State 6s, 2d series.	102					
Penn. State 6s, 3d series.						
Philadelphia City 6s.						
6s, new.	106	107	106	106	106	106
Phila. and Reading.	54	54	54	54	53	52
Debenture bonds.						
7s, of 1893.	109					
7s, new, convertible.	105	106	106	105	105	105
Gen'l mortgage.	106	106	106	106	106	106
Gen'l mortgage, reg.	104	106	106	106	106	106
Philadelphia and Erie.	20	20	20	20	20	20
1st mortgage, 6s.						
2d mortgage, 7s.	88	88	88	88	88	88
Schuylkill Navigation.						
Preferred.						
6s, 1872.	96					
6s, 1876.						
6s, 1882.	82	82	82	82	82	82
United Co. of N. Jersey 134	134	134	134	134	135	135
Hestonville, (Horse).	35	40	41	39	38	38
Chestnut & Wal. (do).	103					
Germantown (do).						
Green and Coates (do).	65	68	68	69	69	69
Lombard & 8th (do).	34	35	35	34		
2d and 3d streets (do).						
Spruce and Pine (do).	49	48	48	48	48	48
13th and 15th sts. (do).						
Union (do).						

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**Baltimore Stock Exchange**

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**Baltimore Stock Exchange.**  
*Actual Sale Prices for the week ending Jan. 11.*

	Actual Sale Prices for the week ending Jun. 11.	W.5.	Tb 6.	F.7.	Sat.8.	M.10.	Tu.11.
Baltimore City 6s, 1886.....	106	106 $\frac{1}{2}$	107 $\frac{1}{2}$	107 $\frac{1}{2}$	107 $\frac{1}{2}$	108	
6s, 1890.....	106 $\frac{1}{2}$	106 $\frac{1}{2}$	107 $\frac{1}{2}$	107 $\frac{1}{2}$	107 $\frac{1}{2}$	108	
Baltimore and Ohio.....	173	173				173	
6s, 1890.....		104x				104	
6s, 1886.....						107	
Central Ohio.....	40 $\frac{1}{2}$	40 $\frac{1}{2}$	41 $\frac{1}{2}$	41 $\frac{1}{2}$	41 $\frac{1}{2}$		
1st mortgage.....							
Marietta & Cincinnati.....							
1st mortgage, 1s.....	109 $\frac{1}{2}$	109 $\frac{1}{2}$	110	110 $\frac{1}{2}$	110 $\frac{1}{2}$	110 $\frac{1}{2}$	110 $\frac{1}{2}$
2d mortgage, 7s.....	96 $\frac{1}{2}$	96 $\frac{1}{2}$					97
3d mortgage, 8s.....	75 $\frac{1}{2}$ x	75 $\frac{1}{2}$	75 $\frac{1}{2}$	75 $\frac{1}{2}$	75 $\frac{1}{2}$		76
Northern Central.....			85 $\frac{1}{2}$				
2d mortgage, 6s, 1885.....							
3d mortgage, 6s, 1900.....						161	
6s, 1900, Gold.....		99 $\frac{1}{2}$				99 $\frac{1}{2}$	
Orange and Alex. 1st.....							
2d mortgage, 6s.....							
3d mortgage, 8s.....							
4th mortgage, 8s.....	55 $\frac{1}{2}$						
O., Alex. & Manassas 7s 83x	88 $\frac{1}{2}$	88 $\frac{1}{2}$	81	84	85 $\frac{1}{2}$	85 $\frac{1}{2}$	86
Pittab. & Connellv. 7s.....	105	105					105
Rich. and Danville 1st.....							
Virginia 6s, Conso.....	68	68				68	
Coupons.....	84	84 $\frac{1}{2}$					
Deferred Certificates.....	9	9	9	9	9	9	
Western Maryland.....							
1st M., end. by Balt.....							
2d M., do.....							
3d M., do.....							
1st M., unendorsed.....							
2d M., end. Wash. Co.....							
2d Mort., preferred.....							
Wilm. Col. & Aug. 7s.....				43 $\frac{1}{2}$			

## New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 12.

	Th. 6.	F. 7.	Sat. 8.	M. 10.	Tu. 11.	W. 12.
Adams Express.	102	102	102	102	103	103
Albany and Susq.	112	113	113	113	113	113
1st mortgage.	112	113	113	113	113	113
2d mortgage.	107	107	107	107	107	107
American Express.	57	57	57	57	57	57
Am. Dock and Imp. 7s.	100	100	100	100	100	100
Atlantic & Pacific pref.	42	42	42	42	42	42
Atlantic & Pacific Tel.	182	182	182	182	182	182
Bost., Hart., & Erie 1st.	182	182	182	182	182	182
Burl., C. R. & Minn. 1st.	37	40	40	40	40	40
Central of N. Jersey 103	104	104	104	103	103	103
1st mortgage, new.	115	115	115	115	115	115
7s, consolidated.	109	108	109	109	109	109
7s, convertible.	106	107	107	107	107	107
Central Pacific 6s, gold 105	104	104	104	104	104	104
1st M. (San Joaquin).	94	93	93	93	93	93
1st M. (Cal. and Or.).	92	91	92	91	92	91
Ches. and Ohio 1st M.	93	93	93	93	93	93
Chicago and Alton.	93	93	100	101	101	101
Preferred.	106	106	106	106	106	106
1st mortgage.	106	106	106	106	106	106
Sinking Fund.	106	106	106	106	106	106
Income bonds.	106	106	106	106	106	106
Chic., Burl., & Quincy.	115	115	115	115	115	115
7s Consol., 1903.	107	108	108	108	108	108
8s, 1883.	108	108	108	108	108	108
Chic. & Milwaukee 1st.	108	108	108	108	108	108
Chic., Mil., and St. Paul.	85	86	86	86	86	86
Preferred.	67	68	68	69	70	71
1st mortgage, 8s.	115	115	115	115	115	115
2d mortgage, 7 3-10s.	115	115	115	115	115	115
7s, gold.	97	98	98	98	98	98
1st M. (La Crosse div.).	96	96	97	97	97	97
1st M. (1 and M. div.).	85	86	86	86	86	86
1st M. (L and D. div.).	85	86	86	86	86	86
1st M. (H. & D. div.).	85	86	86	86	86	86
1st M. (C. & M. div.).	90	90	91	92	92	92
Consolidated S. F.	80	80	81	81	81	81
Chic. & Northwestern.	85	89	89	40	40	40
Preferred.	56	56	57	57	58	58
1st mortgage.	103	105	105	105	105	105
Sinking Fund.	103	105	105	105	105	105
Consolidated 7s.	100	100	102	102	102	102
Consol. Gold bonds.	86	86	86	86	87	87
Do. reg.	85	85	85	85	85	85
Chic., Rock Isl. & Pac.	105	105	106	106	106	106
7s, 1896.	110	110	110	109	109	109
Olev., Col., and Ind.	61	60	61	60	61	60
1st mortgage.	106	107	107	107	107	107
Clev. & Pittsburgh guar.	89	90	90	90	90	90
7s, Consolidated.	108	108	108	108	108	108
4th mortgage.	100	100	101	101	101	101
Clev., P. and Ash. 7s.	7s, new.	101	101	101	101	101
Clev. and Tol. S. F.	101	101	101	101	101	101
Col., Chi., & Ind. Cent.	31	31	31	31	31	31
1st mortgage.	454	454	454	454	454	454
2d mortgage.	454	454	454	454	454	454
Consol. Coal of Md.	48	48	48	48	48	48
Del. & Hudson Canal.	124	124	124	124	124	124
Reg. 7s, 1891.	111	111	111	111	111	111
Reg. 7s, 1884.	111	111	111	111	111	111
Del., Lack., & Western.	118	119	119	118	118	118
2d mortgage 7s.	118	119	119	118	118	118
7s, Convertible.	118	118	118	118	118	118
Del., Mon., & Tol. 1st.	101	101	101	101	101	101
Dt. of Columbia 3-6s.	69	68	68	68	68	68
Erie Railway.	16	16	16	16	16	16
Preferred.	16	16	16	16	16	16
1st mortgage.	16	16	16	16	16	16
2d mortgage.	108	108	108	108	108	108
3d mortgage.	97	98	98	98	98	98
4th mortgage.	98	98	98	98	98	98
5th mortgage.	98	98	98	98	98	98
Great Western 1st mort.	83	84	84	84	84	84
2d mortgage.	84	84	84	84	84	84
Hannibal & St. Joseph.	21	21	20	20	20	20
Preferred.	28	28	29	27	27	27
7s, Convertible.	81	82	82	81	82	82
Hudson River 2d mort.	98	99	99	99	99	99
Illinoi Central.	98	98	99	99	99	99
Kansas Pacific.	12	12	12	12	12	12
Lake Shore & Mich. So.	61	61	63	64	62	62
Consol. 7s.	102	102	102	102	102	102
Consol. 7s, reg.	103	103	103	103	103	103
2d Consolidated.	103	103	103	103	103	103
Lake Shore Div. bonds.	101	102	102	102	102	102
Long Dock bonds.	101	102	102	102	102	102
L'ville & Nash. 7s Cons.	85	85	85	85	85	85
Michigan Central.	56	58	57	58	58	58
7s, 1902.	101	101	101	102	102	102
7s, 1882.	113	113	113	113	113	113
M. S. and N. I. 1st, S. F.	106	106	106	106	106	106
2d mortgage.	101	101	102	102	102	102
Morris and Essex.	102	102	102	102	102	102
1st mortgage.	115	116	116	116	116	116
2d mortgage.	108	108	108	108	108	108
7s, Convertible.	105	106	106	106	106	106
N. Y. Cent. & Hud. Riv.	107	107	107	107	107	107
7s, Sinking fund, 1876.	102	102	102	102	102	102
6s, Sinking fund, 1883 102.	102	102	102	102	102	102
6s, Sinking fund, 1887.	102	102	102	102	102	102
1st mortgage.	121	122	122	122	122	122
1st mortgage, reg.	121	122	122	122	122	122
N. York and Mariem.	133	133	133	133	133	133
Preferred.	115	115	115	115	115	115
1st mortgage.	115	115	115	115	115	115
1st mortgage, reg.	115	115	115	115	115	115

## New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 12.

	Th. 6.	F. 7.	Sat. 8.	M. 10.	Tu. 11.	W. 12.
New Jersey.	147	149	150	150	150	150
N. Y. Haven & Hart.	147	149	150	150	150	150
North Missouri 1st M.	85	85	86	86	86	86
Ohio and Mississippi.	17	17	17	17	17	17
Preferred.	17	17	17	17	17	17
2d mortgage.	71	71	72	72	72	72
Consolidated 7s.	92	92	92	92	92	92
Consol. Sinking fund.	92	92	92	92	92	92
1st M. (Springfield D.)	92	92	92	92	92	92
Pacific Mail S. S. Co.	38	38	37	37	37	37
Pacific R. R. of Mo.	124	113	113	113	113	113
1st mortgage.	89	88	87	88	88	88
2d mortgage.	68	68	68	68	68	68
Pacific 7s, guar. by Mo.	107	107	107	107	107	107
Panama.	135	131	130	130	130	130
Pitts., Ft. W. & Chi. gld.	98	98	99	99	99	99
1st mortgage.	114	114	114	114	114	114
2d mortgage.	107	107	107	107	107	107
3d mortgage.	102	102	102	102	102	102
Quicksilver Mining Co.	18	18	17	17	17	17
Preferred.	24	24	24	24	24	24
St. L. Alton and T. H.	10	10	10	10	10	10
Preferred.	10	10	10	10	10	10
1st mortgage.	107	107	107	107	107	107
2d mort. preferred.	88	88	88	88	88	88
Income bonds.	67	68	68	68	68	68
St. L., Iron Mt. & Sthn.	15	15	15	15	15	15
1st mortgage.	95	96	96	96	96	96
2d mortgage.	95	95	95	95	95	95
St. L., Jack. & Chi. 1st.	4	4	4	4	4	4
St. L., Kan. City & N.	4	4	4	4	4	4
Preferred.	22	22	22	22	22	22
1st mortgage.	22	22	22	22	22	22
Tol. P. & War. 1st E.D.	10	10	10	10	10	10
1st mort. West. Div.	10	10	10	10	10	10
Tol., Wab. & Western.	3	3	3	3	3	3
Preferred.	1	1	1	1	1	1
1st mortgage.	1	1	1	1	1	1
2d mortgage.	1	1	1	1	1	1
7s, Consolidated.	32	32	32	32	32	32
St. Louis Division.	62	62	62	62	62	62
Union Pacific.	71	71	71	71	71	71
1st mortgage.	104	103	103	103	103	103
Land Grant 7s.	104	104	104	104	104	104
7s, 1896.	104	104	104	104	104	104
Boston and Lowell.	50	51	55	55	55	55
Boston and Lowell.	50	51	55	55	55	55
Boston and Maine.	106	106	107	107	107	107
Boston and Providence.	147	147	148	148	148	148
Boston, Hart. & Erie 7s.	18	18	18	18	18	18
Boston Water Power.	12	12	12	12	12	12
Burl. & Mo. R. in Iowa.	10	10	10	10	10	10
Land Grant 7s.	108	108	108	108	108	108
Burl. & Mo. R. in Neb.	8	9	9	9	9	9
Carthage and Burl. 8s.	10	10	10	10	10	10
Cary Improvement.	1	1	1	1	1	1
Chi., Burl. and Quincy.	114	114	115	115	115	115
7s.	107	107	107	107	107	107
Cin. Sand. and Clev.	9	9	9	9	9	9
Concord.	79	79	79	79	79	7

in currency reached \$485,551,868, or a daily average of \$80,925,811. The customs revenue of the port, during the week was up to \$2,591,000. The City banks reported their average of gold last week at \$24,149,600, and their greenback average at \$39,328,600. Their deposits stood at \$210,820,200. The loan item was \$263,044,000. The circulation was \$18,595,800.

The City Bank net reserve of specie and legal tender notes now shows an excess, over the legal requirement of reserve to liabilities, of \$10,773,150.

The aggregate of the outstanding U. S. currency, of all denominations, December 1st was \$416,505,440. The outstanding amount of legal tender notes is \$371,827,220. The National bank circulation is now \$848,893,094, including \$2,100,860 of national gold bank notes.

The specie shipments from San Francisco, January 1 to Dec. 31st, were \$43,027,761, against \$30,428,801 same time in 1874.

On Wednesday of this week the cash balances of the Treasury Department at Washington were: of Currency \$8,830,713; special deposit of legal tenders for the redemption of certificates of deposit, \$37,050,000; Coin, \$72,817,891; Coin certificates, \$34,246,800.

The week's import entries of Foreign Merchandise at New York were \$7,528,589, including \$1,841,609 of Dry Goods.

The income of the Government from internal revenues in the current fiscal year, commencing with July 1, 1875, has been about 61 millions; and from Customs, 81½ millions.

Gold has been only moderately active and has been unsettled as to price, quoted at the close generally weaker, with a restricted speculative inquiry. The custom's call has been more animated. The export gain, however, has been quite moderate. The coin interest disbursements of the U. S. Sub Treasury have been quite liberal. The extremes of the price during the week have been 112½@118½, closing on Wednesday at 112½ as against 112½, on Wednesday of the preceding week. The specie outflow last week was \$678,043 against \$417,157 the previous week. The imports of specie at this port last week were \$46,704. The customs demand for gold last week averaged \$481,884 per day. Foreign Exchange has been in moderate request opening more firmly but closing weaker. Bankers' sixty day bills on London closed on Wednesday at \$4 84 @ \$4 84½; eight bills on London at \$4 88@ \$4 88½ to the £ sterling. The week's exports of Domestic Produce have been to the currency value of \$5,169,896. The week's imports of Dry Goods and general merchandise were to the specie value of \$7,528,589, as against \$5,808,964 the corresponding week of 1875. Government Securities have been moderately active through the week, but variable in price, fluctuating with Gold. The amount of U. S. bonds held by the Treasurer of the United States, as security for the National Bank circulation, is \$363,002,962.

U. S. sixes of 1881 closed on Wednesday of this week at 120½@121; U. S. Five-Twenties of 1864, at 114@114½; U. S. Five-Twenties of 1865, 116½@116½; U. S. Five-Twenties of 1866, consolidated, 117½@117½; U. S. Five-Twenties

of 1867, 119½@119½; U. S. Five-Twenties of 1868, 120½@121; U. S. Ten-twenties at 118½@118½; U. S. Fives of 1881, (Funding Loan) 116½@117; Six per cent. currency Sixes, 122½@128.

State and Railway bonds have been more active, and have been quoted generally higher. And in the line of Railway and Miscellaneous share property, business has been increasing, with values, toward the close, quoted generally stronger and quite buoyant.

General business has been more active in the line of Domestic produce, with Breadstuffs and Petroleum closing stronger. Cotton and Provisions weaker. Foreign merchandise quiet, Metal trade tame. Eglington Pig Iron quoted here at \$29 50@\$20; Glengarnock \$31@\$32; Coltness \$33; No. 1 American Pig at \$28@\$24; No. 2 do. at \$21@\$22; Forge, \$16@\$20; English Rails (in bond) \$35@\$36 gold American Rails at works, \$45@\$48; Old Rails \$20@\$20 50 Wrought Scrap, \$30@\$31. Ocean freights have been more active, but quoted unsettled, with room for Grain, Flour and Petroleum, in most demand.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:-

**New York.**—Lehigh and Wilkesbarre 7s, conv., 96½; Galena and Chicago 1st mort., 107%; Marietta and Cincinnati 1st mort., 109½; Rome, Watertown and Ogdensburg 7s consol., 89; Morris and Essex 7s, const., 104; do. 7s, 1900, 100%; Dubuque and Sioux City R. R., 72; do. 1st mort., 105½; South Pacific R. R. of Mo., 61; Quincy and Toledo 1st mort., 46; Canada Southern 1st mort. coupon on, 62; do. with int. cer., 61; Louisiana and Missouri 1st mort., 97%; Peninsula 1st mort., 101; Central Pacific 6s, L. G., 96½; Chesapeake and Ohio 1st mort., coupon on, 83; Delaware and Hudson Canal reg. 7s, 1877, 101½; Cedar Falls and Minnesota 1st mort., 81½; Missouri, Kansas and Texas R. R., 7½; Spring Mt. Coal, 63; Missouri 6s, 1876 and 1877, 100; do. 6s, fund bonds 1894, 104; do. 6s, long bonds, 102½; do 6s, H. & St. J. issue 1886, 101; Tennessee 6s, old, 44½; do. 6s, new, 43½; do. 6s, new series, 43½; Virginia 6s, consol., ex matured coupons, 68½; Arkansas 7s, R. R., 11; New York State 7s, B. L., coup., 104½; do. reg., 103½; South Carolina 6s, new, Jan. and July, 34½; North Carolina 6s, old, Jan. and July, 16; The latest quotations are: Pacific Mail 87½@87½; Western Union Telegraph, 75½@75½; Atlantic and Pacific Tel., 18½@19; Quicksilver Mining, 17½@18; do. pref., 24@25; Mariposa Land and Mining, 8½@9½; do. pref., 9½@11; Adams Exp., 103@104; American Exp., 58@58½; U. S. Express, 61½@62; Wells-Fargo Express, 82@88; Chicago and Alton, 100@101; Cleveland and Pittsburgh, 90@90½; Chicago and Northwestern, 40½@40½; do. pref., 58½@59; Chicago Rock Island and Pacific, 106½@106½; Chicago, Milwaukee and St. Paul, 37½@37½; do. pref., 70½@71; Cleveland, Columbus, Cincinnati and Indianapolis, 60½@61; Columbus, Chicago and Indiana Central, 8½@8½; Delaware, Lackawanna and Western, 118@118½; Erie, 15½@15½; Hannibal and St. Joseph, 19½@20; do. pref., 27½@27½; Lake Shore and Michigan Southern, 62½@62½; Michigan Central, 58½@58½; New York and Harlem, 138½@134; N. Y. Central and Hudson River, 106½@107; Central of New Jersey 103@103½; Ohio and Miss., 17½@17½; Panama, 128@135; Toledo, Wabash and Western, 3½@3½; Pacific R. R. of Missouri, 11½@11½; Union Pacific, 71½@71½; do. 1st mort., 103½@103½; do. 7s, land grant, 101½@101½; do. sinking fund 8s, 94½@94½; Central Pacific 6s, gold, 104½@104½.

**Boston.**—Atchison, Topeka and Santa Fe 2d mort., 84½; Nashua and Lowell 6s, gold, 100; Dixon, Peoria and Hannibal 8s, 101; Eastern 7s, 1883, 56; Chicago, Burlington and Quincy 5s, 88; Highland Horse R. R. 7s, 1883, 101½; Framingham and Lowell 7s, 80; Boston, Clinton and Fitchburg 8s, 1882, 90; Old Colony 7s, 1884, 109; Boston and Maine 7s, 1894, 109; Michigan Central Equip. 8s, 82; do. Air Line 8s, 88; Manchester and Lawrence R. R. 130; Eastern (N. H.) R. R., 25; Rutland pref., 12; do. Scrip No. 4 and 5, 45; South Boston Horse R. R., 58; Boston, Clinton and Fitchburg pref., 68½; New Bedford R. R., 112½; Ogdensburg and Lake Champlain R. R., 28½; Portsmouth, Gt. Falls and Conway R. R., 5; Waverly Land, 20c.; Boston Land, 6; New Hampshire 6s, 107½; Boston 6s, 1898, 109½; do. 1880, 105½; do. 5s, 1905, 111; Cool Co., 111s, 7s, 104½; Cincinnati 7.30s, 102½; do. 7s, 1904, 107½; Chicago 7s, 1892, 105; Allouez Mining Co., 20½; National, 2½.

**Philadelphia.**—West Jersey R. R. 7s, 106; Am. S. S. Co. 6s, 80; North Pennsylvania Gen'l mort. 7s, reg., 102½; Philadelphia and Reading C. and L. mort. bonds, 92; do. debent. bonds, 88; Schuylkill Nav. 7s, B. L., 92½; Northern Pacific 7.30s, 18; Pennsylvania and New York 7s, 107; Lehigh Valley consol. mort. 6s, 97½; Chesapeake and Delaware Canal 6s, 85; Pittsburg, Cin. and St. Louis 7s, 81; United New Jersey R. R. and Canal Co. 6s, 1888, 96; Perkiomen R. R. 6s, 89; Union Passenger R. R. 6s, 95; Sunbury and Erie 7s, 104; Elmira and Williamsport 6s, 65; Huntingdon and Broad Top Mt. 7s, consol., 58; Philadelphia, Germantown and Norristown R. R., 98½; Fifth and Sixth sts. R. R., 70; Nesquehoning Valley R. R., 56; Pittsburg 7s, 108½. The latest quotations are: City 6s, 102½@108½; do. free of tax, 106½@106½; Pennsylvania State 6s, 2d series, 102@103; do. 3d series, 111@111½; Philadelphia and Reading, 52@52½; do. Gen'l mort. 7s, coup., 106@106½; do. reg., 106@106½; do. mort. 6s, 1880, 101@—; do. 7s, new conv., 105@106; do. 7s, 1898, 109@—; United New Jersey R. R. and Canal Co., 18b@185½; Camden and Amboy mort. 6s, 1889, 105@105½; Pennsylvania R. R., 52@53; do. 1st mort., 103@103½; do. general mort. coupon, 100½@101; do. reg., 103@—; Little Schuylkill R. R., 51@51½; Morris Canal, 54@—; do. pref., 132@138; do. 6s, 101@—; Susq. Canal, 8@9; do. 6s, 75@76; Schuylkill Nav., 7½@—; do. pref., 15@15½; do. 6s, 1882, 82@82½; do. 1872, 96@96; do. 6s, Imp., 90@—; Elmira and Williamsport pref., 87@81; do. 7s, 101@103; do. 5s, 65@66; Lehigh Coal and Navigation, 50½@50½; do. 6s, 1884, 103@103½; do. R. R. Loan 104@—; do. Gold Loan, 103½@103½; North Pennsylvania, 52@53; do. 6s, 103@103½; do. 7s, 106½@—; do. Gen'l mort. 7s, 103@103; Philadelphia and

Erie, 20%@20% ; do. 6s, 100@101 ; do. 7s, 89@89% ; Minehill, 52%@53 ; Catawissa, 19@19% ; do. pref., 48%@48% ; do. new pref., 42@42% ; do. 7s, 1900, 107@— ; Lehigh Valley, 62%@62% ; do. 6s, new coupon, 104@105 ; do. reg., 105@106 ; do. 7s, 111@112 ; do. 6s, consol. mort., 97%@98 ; Fifth and Sixth streets (horse), 70@75 ; Second and Third, 85@90 ; Thirteenth and Fifteenth, 43%@44 ; Spruce and Pine, 47@48 ; Green and Coates, 70%@71 ; Chestnut and Walnut, 97%@98 ; Hestonville, 39%@40% ; Germantown, 85@86.

**Baltimore.**—Cincinnati and Baltimore 7s, 99% ; Atlanta and Richmond Air line 8s, 60 ; Virginia and Tennessee 8s, 75 ; Baltimore and Ohio R. R. pref., 103% ; Baltimore 6s, 1875, 104% ; do. 1902, 107% ; do. 1886, 107 ; Cincinnati, 7.80s, 108 ; Maryland Defense 6s, 109% ; Atlantic Coal, 2.65 ; The latest quotations are : Wilmington and Weldon 7s, —@101 ; Wilmington, Columbia and Augusta 7s, 43@45 ; Richmond and Danville 1st mort., 70@72 ; Pittsburg and Connellsburg 7s, 1898, 106%@106 ; Baltimore and Ohio, 178@178% ; do. 6s, 1880, 105@107 ; do. 1885, 108%@109 ; Washington Branch, 120@— ; Northern Central, 36%@87 ; do. 6s, 1877, 100@— ; do. 6s, 1885, 101@104 ; do. 6s, 1900, 101@102% ; do. 6s, 1900, gold, 99%@100 ; N. W. Va. 3d mort. 1885, 100@— ; Marietta and Cincinnati 1st mort. 7s, 1892, 110@110% ; do. 2d mort. 7s, 97@98 ; do. 3d mort. 8s, 76%@76% ; Central Ohio, 41@42 ; do. 1st mort., 101%@— ; Western Maryland, 5@6% ; do. 1st mort. 6s, 1890, 85@— ; do. 1st mort. guar., 103@— ; do. 2d mort. guar., 103@— ; do. 3d mort. guar., 102%@104 ; do. 2d mort. pref., 90@— ; do. 2d mort. guar. by Washington Co., 95@100 ; Virginia and Tennessee 2d mort. 6s, 73@87 ; do. 3d mort. 8s, 74@75 ; Orange and Alexandria 1st mort. 6s, 86@93 ; do. 2d mort. 6s, 71@— ; do. 3d mort. 8s, 71@— ; do. 4th mort. 8s, 55%@56% ; Orange, Alex. and Manassas 7s, 85%@88 ; Baltimore 6s, 1875, 104%@105 ; do. 1884, 106%@— ; do. 1886, 107@— ; do. 1890, 108%@108% ; do. 1900, 107@— ; do. 1902, 107%@108% ; do. 6s, exempt, 111@— ; do. 5s, 95@— ; Memphis City 6s, 30@40 ; Maryland Defense 6s, 1888, 110@110% ; do. 6s, 1890, 102@— ; do. 6s, exempt, 109@— ; do. 5s, 85@— ; Virginia coupon 6s, old, 38@41 ; do. new, 38@41 ; do. consol. 6s, 68%@68% ; Virginia coupons, 84%@84% ; West Virginia def. certif., 9@9% ; City Passenger R. R., 20@35 ; George's Creek Coal, 140@150 ; Atlantic Coal, 2.25@2.30 ; Am. Gas Coal, 20@30 ; Canton Co., 38@43.

**Wm. H. Weeks,** banker, 178 Broadway, New York, offers for sale \$5,000,000 of Railroad Bonds at a fractional part of their par value. These Bonds are a legal mortgage on some of the most valuable property in the United States, and will on the revival of business rise enormously in value. For either investment or speculation money cannot be invested with greater security and profit. First Mortgage Bonds \$1,000 each bearing 7 per cent interest, may be brought as low as \$10 per Bond and upwards, and the day may not be far distant, when the same Bonds will command \$500 and upwards. Quotations and other information cheerfully given by Mr. Weeks, who is thoroughly posted in his business.

**Eastern Railroad.**—An adjourned meeting of the creditors of the Eastern Railroad Company was held in Boston on the 8th inst., to hear the report of the Committee of Conference which was appointed a few weeks ago to consult with the railroad officials and if possible devise some means for relieving the road of its present embarrassments.

Hon. Dwight Foster, Chairman of the Committee which consisted of himself, Charles J. Morrill and Lemuel Shaw, read the following report :

**REPORT OF THE COMMITTEE.**

The committee appointed on behalf of the creditors of the Eastern Railroad Company respectfully report that they have had repeated conferences with the Directors and counsel of the corporation, have consulted many large creditors, exercised the best judgment in the premises, and unanimously recommend the following scheme for funding the debts of the corporation and reorganizing its affairs : They advise an application to the Legislature of this Commonwealth for an enabling act, a draft of which is herewith presented, and under the authority of said act the execution of a mortgage upon all the present and future property of the corporation, the proposed form of which is also submitted to your consideration. Under this scheme it is designed to fund all the debts and secure all the liabilities of the corporation in equal terms, in a thirty year gold mortgage bond, with a reduced rate of interest during the first six years. Interest on all debts is to be made up to the 1st day of September 1876. The first coupon on the new bonds is to be payable March 1st, 1877 ; the rate of interest on the mortgage bonds is to be 3% per cent. per annum for the first three years; 4% per cent. for the second three years and 6 per cent afterwards. Said bonds are to be payable both principal and interest in gold. The creditors who now hold sterling bonds are to receive new bonds of the same denomination. By this plan the creditors will have security for the entire principal of their debts, and are only asked to forbear a part of the interest thereon. The rate of interest stipulated for during the first six years is believed to be all that the corporation is capable of earning.

The Directors of the corporation are to be nine in number, three chosen by the bondholders ; three appointed by the trustees of the mortgage, and the remaining three chosen by the stockholders. Until the mortgage debt is reduced to ten millions of dollars the stockholders can receive no dividends, and all the net earnings of the road are to be applied to remove liens and mortgages on the property, and to the reduction of the mortgages to that amount.

The further details of the plan thus briefly outlined will be found set forth in the drafts of the statute and the mortgage. It is assented to by the Directors and the counsel who represent the stockholders, although by no means free from objections or from practical difficulties in the way of its execution, yet we believe that if ratified by the bondholders present and represented at this meeting it will have a fair prospect of success, and that it is the only possible mode of averting the disastrous catastrophe of bankruptcy.

Much discussion ensued, after which the following resolution was adopted and the meeting adjourned for one week.

Resolved, that it is opinion of this meeting that some action, embodying substantially the features of the plan presented by the committee, should be adopted.

**Engineer Everett** has finished his survey of the route for the Providence, Ponagansett and Springfield Railroad through Rhode Island, and reports that the line is to be 27 miles long.

**Hatch & Foote,**

**BANKERS,**

**No. 12 Wall Street, N. Y.**

**BUY AND SELL GOVERNMENTS AND GOLD AT MARKET RATES.**  
**EXECUTE ORDERS AT STOCK EXCHANGE.**  
**INTEREST ALLOWED ON DEPOSITS.**

**Martin Lewis,**

**Room 3, 43 PINE ST., N. Y.**

**DEALERS IN** **Securities of Solvent and Defaulted Railroad Companies, also State, City and County Bonds.**

**TIME LOANS NEGOTIATED.**

Refers by permission to Messrs. M. K. Jesup, Paton & Co., New York ; Messrs. Souter & Co., New York ; Jon. S. Norris, Esq., President First National Bank, Baltimore ; Robert Mickle, Esq., Cashier Union National Bank, Baltimore.

**PHILADELPHIA AND READING RAILROAD CO.**  
**OFFICE NO. 227 SOUTH 4TH ST.**  
**PHILADELPHIA, Dec. 29, 1875.**

**DIVIDEND NOTICE.**

**THE TRANSFER BOOKS OF THIS COMPANY** will be closed on the 31st inst., and reopen on Monday, Jan 17, next. A quarterly dividend of Two and a Half per Cent. has been declared on the preferred and common stock, clear of all taxes, payable in cash on and after the 25th of January next, to the holders thereof as they shall stand registered on the books of the company at the close of business on the 31st inst.

All dividends payable at this office, where blank orders for dividends can be obtained.

S. BRADFORD, Treasurer.

**OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, Dec. 15, 1875.**

**DIVIDEND OF FOUR PER CENT. HAS** been declared by this company, payable on the 1st day of February next to the holders of full-paid shares registered at the close of the 15th day of January next, after which and until the 5th day of February the transfer books will be closed.

L. V. F. RANDOLPH, Treasurer.

**Illinois Central Railroad.**

During the month of December, 1875, 1,394.93 acres of land were sold for \$10,450 32. The cash collected on land contracts was \$28,875 14. The traffic on the main line in Illinois was \$510,526 44, against \$528,837 92 in December, 1874. The traffic of the Iowa lines, (leased at 35 per cent of gross receipts,) was \$162,571 25, against \$151,597 35 in December, 1874. Gross traffic, ten months, Jan. 1 to Oct. 31, 1875, (actual,) \$6,422,949 81. Gross traffic, two months, November and December, (estimated,) \$1,469,951 49—total, \$7,892,901 30.

**The earnings of the St. Louis, Kansas City and Northern Railroad in December, 1875, were \$365,536 13 ; in December, 1874, \$248,543 84—an increase of \$16,992 29. For the year ending December 31, 1875, the earnings were \$2,636,707 09, against \$2,587,004 09 in 1874—an increase of \$49,103.**

**The earnings of the Central Pacific Railroad for December, 1875, were \$1,279,000, against \$1,370,334 in December, 1874, and \$1,116,386 in December, 1873. For the year ending December 31, 1875, the earnings were \$16,970,018, against \$14,522,814 in 1874, and \$18,919,394 in 1873.**

**The earnings of the Ohio and Mississippi Railroad, main line, in December, 1875, were \$307,816 97 ; Springfield Division, \$84,174 58—total, \$341,491 56. The earnings over the main line in December, 1874, were \$308,292 79—an increase of \$88,198 76.**

## Public Debt of Virginia.

In compliance with an invitation from the joint finance committee of the Virginia Legislature, Gen. Richard Taylor appeared before that body on the 5th inst. in advocacy of a plan of adjustment of the State debt. The plan which Gen. Taylor proposes, and which he is unofficially informed would be acceptable to the foreign bondholders, who hold \$10,000,000 of Virginia bonds, is for a unification of the debt, and to that end all unfunded securities and interest due, embracing fractional parts of coupons and certificates for interest due, shall be funded for thirty years. Gold bonds to the extent of two-thirds of said securities, and interest certificates for the remaining one-third for West Virginia, to be given to its holders at time of funding, as was done under the act of 1871. For the first three years three per cent., for the next four years four per cent., and then five per cent. until maturity. The bonds issued under act of 1872 ("peelers") to be interchangeable into new gold bonds, bond for bond, and additional bonds given for the over due interest. Gen. Taylor read a communication from Hyde Clark, secretary of the Foreign Bondholders' Association, in which he says:

"The measure should be broad enough to induce holders of six per cent. 'tax-receivable' bonds as may desire to make the exchange. To insure a result so desirable, it is in the interest of the people of Virginia, as well as an act of common justice to all her creditors, that Virginia should hold out inducements for all creditors to adopt the arrangement, and there is no more effectual inducement than for the State to hedge round these bonds with every possible security for the regular and just payment of the interest and principal.

"Every bond exchanged should be made under a contract with the State, which it would be the duty of the State courts to enforce and to award prompt payments and costs, and such clauses in the act of the Legislature should be printed on the bond. The State executive officer collecting revenue should be charged by law with the duty of carrying out the provisions of the act under which the proposed bonds are to be issued. Creditors should be empowered to sue the State in her own courts, and such suits should be made preferred cases, in order to insure speedy justice to the public creditor."

## Chesapeake and Ohio Railroad.

A meeting of the bondholders of the Chesapeake and Ohio Railroad was held at the office of Brown and Lowndes, Baltimore, on the 11th inst., for the purpose of discussing the plan proposed for the purchase and reorganization of the company. Mr. A. S. Hatch, of the firm of Fisk & Hatch, of New York, was present, and in answer to interrogatories from bondholders explained the proposed plan, which is to obtain a decree for the sale of the property, as early as practicable, under both the six per cent. and seven per cent. mortgages, so that the purchasers may acquire a perfect and satisfactory title to the entire property, franchises, and corporate rights of the Chesapeake and Ohio Railroad Company, subject only to the liens of the Virginia Central bonds, which are to be provided for by a renewal or extension of those mortgages or otherwise, as circumstances may require, and that it be purchased on behalf of the bondholders and creditors who shall unite in the plan, by a suitable committee or Board of Trustees, to be hereafter selected by them. After the purchase is completed and the reorganization

of the company perfected, new securities are to be issued as follows: First mortgage bonds to be secured by a mortgage extending over the entire line, franchises, and property of the company, subject only to the Virginia Central liens above described, payable thirty years after date, with interest at the rate of six per cent. per annum. Principal and interest payable in gold, except as hereinafter provided in the circular, \$17,000,000. Second mortgage bonds, payable forty years after date, with interest at the rate of six per cent. per annum, payable in currency, except as hereinafter provided in the circular, \$10,000,000. The entire plan for the purchase as well as reorganization of the company is set forth at length in a circular issued and signed by the following bondholders: Richard Irwin, A. A. Low, John Castrée, C. M. Fry, C. P. Huntington, William Whitwright, Alexander Masterton, David Stewart, Jonas G. Clark, Charles Burkhalter, Lloyd Aspinwall, George L. Pepple's, Edward Durham, and Fisk & Hatch. The plan was unanimously indorsed, and adopted by the bondholders present.

## Statement of the Public Debt of the United States, January 1, 1876.

DEBT BEARING COIN INTEREST.		
	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858.....	\$260,000 00	\$6,500 00
6 per cent. 1881 bonds, 1861.....	18,415,000 00	55,245 00
6 per cent. 1881 bonds, (Oregon,) 1861.....	945,000 00	28,350 00
6 per cent. 1881 bonds, 1861.....	189,321,350 00	5,879,640 50
8 per cent. 1881 bonds, 1863.....	75,000,000 00	2,250,000 00
8 per cent. 10-40 bonds, 1864.....	194,566,300 00	3,242,738 33
8 per cent. 5-20 bonds, 1864.....	30,864,700 00	306,647 00
8 per cent. 5-20 bonds, 1865.....	152,509,500 00	1,525,098 00
8 per cent. consols, 1865.....	202,663,100 00	6,079,388 00
6 per cent. consols, 1867.....	310,622,750 00	9,318,682 50
6 per cent. consols, 1868.....	37,474,000 00	1,124,220 00
6 per cent. funded loan of 1881	476,558,450 00	8,962,987 08

Aggregate of debt bearing coin interest..... \$1,688,000,150 00 \$34,077,203 41

Interest due and unpaid..... 4,097,728 58

## DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. navy pension fund, 1868.....		
	Amount	Interest
	\$14,000,000 00	\$210,000 00

## DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837		
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,400 00	216 55
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
5 per cent. bonds of 1858.....	15,000 00	—
5 per cent. bonds, 1860.....	10,000 00	625 00
6 per cent. 5-20 bonds, called 1862.....	11,068,650 00	201,243 37
6 per cent. 5-20 bonds, called March, 1864.....	43,400 00	1,580 00
6 per cent. 5-20 bonds, called June, 1864.....	10,731,950 00	47,703 72
1-10 to 6 per cent. treasury notes, prior to 1846.....	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	200 00
6 per cent. treasury notes, 1847.....	950 00	57 00
3 to 6 per cent. treasury notes, 1857.....	1,900 00	105 00
6 per cent. treasury notes, 1861.....	3,150 00	375 00
7-10 per cent. 3 years' treasury notes, 1861.....	17,050 00	1,198 43
5 per cent. 1 year notes, 1863.....	64,975 00	3,210 85
5 per cent. 2 year notes, 1863.....	46,250 00	2,368 18
6 per cent. compound interest notes, 1863-64.....	347,110 00	69,847 24
7-10 per cent. 3 years' treasury notes, 1864-65.....	189,100 00	13,694 52
6 per cent. certificates of indebtedness, 1862-63.....	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864.....	3,060 00	256 06
3 per cent. certificates called.....	5,000 00	394 31

Aggregate of debt on which interest has ceased since maturity..... \$22,712,640 26 \$418,896 02

## DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	\$6,642 50
Legal tender notes, 1862-63.....	371,227,220 00
Certificate of deposit.....	35,175,000 00
Fractional currency, 1862-63-4.....	44,147,072 47
Coin certificates, 1863.....	31,198,300 00

Uncollected interest..... 20,234 84

Aggregate of debt bearing no interest..... \$482,417,234 97 \$20,234 84

RECAPITULATION.		
	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	\$1,017,615,400 00	
Bonds at 5 per cent.....	870,384,750 00	

\$1,688,000,150 00 \$38,174,931 99

Debt bearing interest in lawful money, viz:

Navy pension fund, 8 per cent. 14,000,000 00 210,000 00

Debt on which interest has ceased since maturity..... 22,712,640 26 418,896 02

Debt bearing no interest, viz:

Old Demand and legal-tender notes..... \$371,896,862 50

Certificates of deposit..... 35,175,000 00

Fractional currency..... 44,147,072 47

Coin Certificates..... 31,198,300 00

\$482,417,234 97

Uncollected interest..... 20,234 84

\$2,207,129,525 23 \$38,819,062 86

Total debt, principal and interest, to date, including interest due and unpaid..... \$2,245,948,988 08

## AMOUNT IN TREASURY.

Coin..... \$73,824,448 01

Currency..... 11,117,344 80

Special deposit held for redemption of certificates of deposit as provided by law..... 35,175,000 00

\$126,116,792 81

Debt, less amount in Treasury, Jan 1, 1876..... \$2,119,831,196 27

Debt, less amount in Treasury, on the 1st ult. 2,117,917,182 57

Decrease of debt during the past month..... \$1,915,062 70

Decrease of debt since June 30, 1875..... 8,855,531 05

## BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES.

## INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Interest
Central Pacific bonds, 1862-64	\$25,885,120 00	\$776,553 60
Kansas Pacific bonds, 1862-64	6,303,000 00	189,090 00
Union Pacific bonds, 1862-64	27,236,512 00	817,995 36
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	48,000 00
Western Pacific bonds, 1862-64	1,970,560 00	59,116 80
Sioux City and Pacific bonds, 1862-64.....	1,628,220 00	48,849 60

Totals..... \$64,623,612 00 \$1,938,705 36

Interest paid by United States, \$28,292,807 70; interest repaid by transportation of mails, &c., \$6,668,927 36; balance of interest paid by United States, \$21,582,880 34.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, December 31, 1875.

B. H. BRISTOW,

Secretary of the Treasury.

## Philadelphia, Wilmington and Baltimore Railroad.

At the regular annual meeting of the stockholders of this company, held in Wilmington, Del., on the 10th inst., the following gentlemen were elected directors for the ensuing year: Isaac Hinckley, Samuel M. Felton, Wm. Sellers, Samuel Welsh, Joseph Bringhurst, Samuel Harlan, Jr., Thos. Whitredge, Thos. Donaldson, Jacob Tome, Nathaniel Thayer, S. M. Shoemaker, Wm. Minot, Jr., Enoch Pratt, Thos. Kelso, Chas. P. Bowditch and Chas. Warner. Mr. Warner was elected to fill the place of Jesse Lane, who resigned his position some time since.

The directors chose the following officers for the ensuing year: President Isaac Hinckley, vice president Enoch Pratt, Superintendent H. F. Kenney, Secretary and Treasurer Alfred Horner.

Among the new railways now building in Mexico, or about to be built, is the Mexican International railroad, which, starting from Leon, a city of 10,000 inhabitants in the State of Guanajuato, is to reach the Rio Grande, a distance of about 700 miles, and there connect with the International railroad of Texas, and thus with the whole railroad system of the United States. Surveys are also in progress for a line from Leon to the city of Mexico, a distance of 280 miles.

**Sacramento as a Railroad Centre.**

Here terminates the Central Pacific Railroad Division of the great overland route, and here begins the Western Pacific Division of the same road, connecting the line with San Francisco. The California and Oregon Railroad begins here, and runs northward to Reading, nearly 170 miles distant. It is eventually to be pushed to the Oregon line, 281 miles distant, to meet the Oregon and California Railroad, now completed as far southward as Roseberg, 200 miles from Portland, Oregon. At Sacramento, the California Pacific Railroad has its terminus. It runs from Vallejo, at the head of San Francisco Bay, to Sacramento, a distance of 60 miles, and connects its trains at Vallejo twice a day with steamers for San Francisco. The Sacramento Valley Railroad begins at Sacramento and runs to Folsom, northeastward 22 miles, where it connects with the Placerville and Sacramento Valley Railroad, with which it is now consolidated, and continues on to Shingle Springs, 48 miles distant from Sacramento. The road is owned by the Central Pacific Railroad Company, as is also the California Pacific and the California and Oregon.

Sacramento is connected with the Napa Valley by a junction of the Napa Valley Railroad with the California Pacific near Vallejo, and with the great South of the State by connection at Lathrop on the Western Pacific Division on the Central Pacific Railroad, with the Visalia Division, and by it with the Tulare Division. It is also connected at Stockton on the Western Pacific Railroad with the Stockton and Visalia, and the Stockton and Copperopolis Railroads. It is connected at Colfax, on the Central Pacific Railroad, with the Colfax and Nevada and Grass Valley Narrow Gauge Railroad, running into the best mining regions of Nevada county. At Reno, on the Central Pacific Railroad, Sacramento comes into communication with the great heart of the State of Nevada by connection with the Virginia and Truckee Railroad. It will thus be seen that by reason of its central location Sacramento is advantageously situated for all trade purposes to easily reach out to every section of the State, and is made also particularly available for passengers from all sections of the State. The city has a street railway company, C. C. Jenks, President, N. D. Thayer, Superintendent, which runs comfortable cars over two lines every few minutes. The first passes out K street from Front to Tenth, to H, and thence by best routes to East Park and the city limits, and the branch line leaves the other at Third street, going out Third to O and thence to Twentieth street.—*Record Union.*

**New York City Central Underground Railroad.**

In the Special Term of the Superior Court, on the 8th inst., Judge Sanford ordered a decree of sale of the franchises and property of the New York City Central Underground Railroad, in a suit brought against it and others by Origen Vanderburgh. Vanderburgh, it appeared, was a Director of the company, and advanced various sums to it, amounting in all to \$102,977 93. The indebtedness on the part of the company was incurred during the years 1869, 1870, and 1871, and on the credit of the franchises and other property of the company. In March, 1875, a written agreement was entered into by the company with Vanderburgh, whereby the company agreed to issue mortgage bonds to the amount of \$1,250,000 within three months, and to pay the plaintiff's claim, with interest, in such bonds at par out of the first \$250,000 of such issue. The bonds were issued on July 1, 1875, to Vanderburgh, who brought suit to foreclose the mortgage. A Receiver had been appointed, but Joseph S. Bosworth was appointed Referee. In his report, filed in the latter part of last month, he decides that the plaintiff had a just claim to the amount, and also that the charter of the company had not been forfeited by

non-compliance with its terms, it having expended \$8,710 in making some excavations. Judge Sanford has made a decree directing Mr. Bosworth, the Referee, to sell the property. The proceeds are to be applied, first, to the payment of any balance due to the Receiver of the company and proper compensation for his services; second, to the costs and expenses of the action; third, to the payment of the plaintiff's claim; and fourth, the surplus, if any, to the Chamberlain. The company whose franchises are thus to be sold was organized under chapter 230 of the Laws of 1868, and chapter 824 of the Laws of 1869. It was authorized to construct an underground railroad and tunnel from the City Hall to the Harlem River. Its route was to be through Centre street, City Hall place, Pearl, Mulberry, and Bleecker streets, Lafayette and Astor places, Eighth street, Fourth avenue, and under Union and Madison squares, thence through Madison avenue to Harlem River. There were also several branches to various points.

**New York and Harlem Railroad.**

The annual report of the New York and Harlem Railroad Company for the year ending Sept. 30, 1875, which has been placed on file in the office of the State Engineer and Surveyor, contains the following statistics: Capital stock, \$10,000,000, of which \$9,050,000 has been paid in; total amount of funded and floating debt, \$11,817,829, bearing an average annual interest of seven per cent. The entire cost of road and equipment of the line, consisting both of its steam and City road is given at \$21,181,813 82. During the year 10,245,848 passengers were transported, the average time consumed by passenger cars in passing over the road being one hour. The total cost of maintaining the road for the year, including repairs and taxes on real estate, is given as \$52,708 80.

**Third Avenue Railroad.**

The annual report of the Third Avenue Railroad Company, which was transmitted to the State Examiner on the 5th inst., places the total amount of the funded and floating debt of the company at \$2,000,000, the rate of interest on which during the past year was seven per cent. The total cost of the road and its equipments by the last report was \$3,956,012 19, and has since increased to \$4,076,068 78. The length of the road is 8 miles. Length of double track, including sidings, 10 miles. Weight of rail per yard, 60 pounds. Number of passenger cars 263, number of freight cars 5, number of horses and mules 2,004. The number of passengers of all classes carried during the year was 31,542,000. The rate of fare charged for through passengers was 6 cents, for way passengers 5 cents. The average time consumed by passenger cars in passing over the road was one hour and twenty minutes. The total receipts from passengers were \$1,720,858 91; from rents of real estate, car-punches, mail service and interest, \$34,770 71; from manure, \$6,600; and from loans, \$25,000. The cash on hand Sept. 30, 1874, amounted to \$37,424 29, and the total receipts for the year to \$1,824,148 91. The payments other than for construction were as follows: for transportation expenses, maintenance and repairs, \$1,219,220 85; for interest, \$140,679 08; for dividends on stock at 9 1/2 per cent, \$190,000, and for loans paid in full, \$55,000. The cash on hand Sept. 30, 1875, amounted to \$219,248 98. The following are the various items classed under the head of "Expenses of operating the road and for

repairs." General expenses, \$4,425 88; officers, clerks, agents and office expenses, \$20,813 85; conductors and drivers, \$875,671 77; watchmen, starters, switchmen, roadmen, etc., \$197,172 87; repairs of cars and coat of new cars, \$38,288 75; repairs of harness, including material and labor, \$4,844 81; horse-shoeing, including material and labor, \$51,959 01; horses, \$75,718 26; stable expenses, \$11,364 89; feed, grain, hay, etc., including expenses of grinding, \$268,430 64; fuel, gas, and lights, \$15,522 12; oil and waste, \$1,896 82; damages to persons and property, including medical attendance, \$7,484 65; law expenses, \$570 75; rents, including use of other roads, ferries, etc., \$21,241 66; insurance, \$4,802 87; stationery and printing, \$2,405 79; punch expenses, \$27,596; donations, \$6,600.

**New Railroad Route from Philadelphia to New York.**

The Delaware River Branch of the North Pennsylvania Railroad, extending from Jenkintown Junction to the middle of the Delaware River, 20 1/2 miles in length, was formally opened on the 10th inst. On that day an excursion train, containing a number of railroad officers and stockholders, merchants, manufacturers, etc., passed over the main line of the road to Jenkintown Junction, a distance of 8 miles from Philadelphia, and thence over the Delaware River Branch. The entire distance, 28 1/2 miles, was run in a little over one hour. The new road, the construction of which was completed in just fifteen months from its commencement, is very substantially built. The line is graded and bridged for a double track, and is laid now with a single track of heavy steel rails.

The remaining unfinished link of this line is that extending from the Delaware River Bridge to Bound Brook Junction, 27 miles, upon which about eight miles of track are laid, and ties and steel rails are on the ground for the remainder. It is said that all of the unfinished work could be completed in thirty days if it could be carried on without interruption.

The remainder of the distance to New York will be by the Central Railroad of New Jersey, the distance being, including the ferry, 88 miles—making the total distance between the two cities 88 1/2 miles.

**W** A bill which has passed the West Virginia Legislature and received the signature of the Governor enacts that where different lines of internal improvement intersect each other in that State, it is the duty of any road to receive freight and passengers from such other road, and to charge for the transportation thereof such rates only as it is charging on its own line from the point of intersection to the point of destination of such freight or passengers. The act applies to all railroads operating in the State.

**I** The annual report of the Treasurer of Indiana shows that the State debt is \$5,008,538 34, of which \$1,098,758 12 is foreign debt, and \$3,904,783 22 domestic debt represented by 6 per cent non-negotiable bonds due to the common school fund. The total receipts from all sources during the fiscal year, including \$224,208 78 which were on hand on the 1st November, 1874, were \$4,441,298 07. The expenditures were \$4,019,908 82, leaving \$421,394 85 in the Treasury.

**Funded Debt of California.**

The funded debt of California consists of the following bonds which are now outstanding:

Bonds of 1857	.....	\$51,500
Bonds of 1860	.....	24,000
Soldiers' Relief bonds	.....	96,500
Capitol bonds of 1870	.....	250,000
Capitol bonds of 1872	.....	250,000
Funded debt of 1873	.....	2,801,000

Total..... \$3,472,000

Of these bonds there are held by the State:

For School Fund	.....	\$1,787,500
For University Fund	.....	811,500

The School Fund receives from these bonds interest to the amount of \$107,760 per annum. The University Fund receives from the bonds held in trust \$50,040 per annum. Outside from the interest due on outstanding bonds, the State pays \$105,000 per annum on railroad bonds. All bonds of 1857 and 1860 are called in and are no longer interest-bearing, and the money for their redemption is now in the Sinking and Interest Fund.

**Philadelphia Iron Market.**

The Philadelphia Iron Market during 1875, sympathizing with the business in other parts of the country and in Great Britain has been marked by exceedingly low prices, due in a large degree to the comparatively heavy production of pig iron. The prices for anthracite pig iron ranged from \$26 in January to \$27 60 in April, and down to \$23 75 in December. The estimated number of furnaces (all kinds) out of blast in December, 1874, was 291, and for December, 1875, 368. The prices for old rails ranged last year from \$31 50 in February and March to \$25 in December, and the prices of wrought scrap from \$83 50 in March and April to \$28 in December. New iron rails of domestic manufacture have continued to decline in price, and the "out put" has been reduced from 584,469 net tons in 1874 to 450,000 net tons (estimated) for 1875. The prices of American iron rails have ranged from \$51 in January down to \$45 in December. Steel rails have been in fair demand at reduced prices, ranging from \$75 in January to \$65 in December. The estimated production for the year is 250,000 net tons. Merchant bars have been dull, and at unremunerative prices throughout the year ranging from \$56 to \$60 48 per ton. Raw irons have shown a greater percentage of decrease in values than manufactured iron. There has been but slight trouble with labor during the year, and if the uncertainties as to the future, which have clogged the wheels of business, were removed, the iron trade would be found in a good position to take advantage of returning prosperity.—*Ledger.*

At the annual meeting of the stockholders of the Rutland and Whitehall Railroad Company, held at Fair Haven, Vt., on the 6th inst., the following gentlemen were chosen directors for the ensuing year: W. W. Cooke of Whitehall, A. Allen and I. C. Allen of Fair Haven, J. V. Baker of Comstock, N. Y., and George H. Cramer of Troy, N. Y. At a meeting of the directors held subsequently W. W. Cooke was elected President, A. Allen Vice President, and I. C. Allen Treasurer and Transfer Agent. By good management this road has been made to pay a dividend every year since its completion.

The Atchison, Topeka and Santa Fe Railroad has just been opened to Apishapa, Colorado, 42 miles west of Los Animas. Apishapa is only 40 miles from Pueblo, and the road will be completed and running to the Rocky Mountains by the 1st of March.

**Atlantic and Lake Erie Railway.**

A contract with Messrs. Vibrad, Ball & Co., of New York, by which they undertake to complete the Atlantic and Lake Erie railway to Bucyrus within fifteen months, has been prepared and is ready for signature. Among other conditions are these: They are to have one fifth of the coal lands owned by the coal companies, they are to be furnished with ties, and the right of way is to be secured. The signature to the contract was delayed to enable the directors to consult with the stockholders in their respective counties. Up to the present time reports from all the counties heard from are favorable to the early completion of the road.—*Bucyrus Journal.*

Surveyors have been at work for some days upon the proposed railroad from West Deer Park, Long Island, to Babylon. It is the intention to break ground immediately and to have the road open for travel by the 1st of June next.

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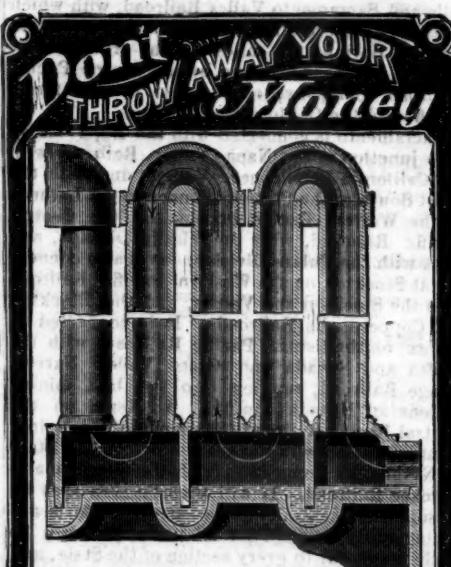
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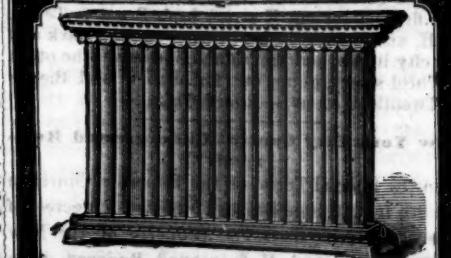
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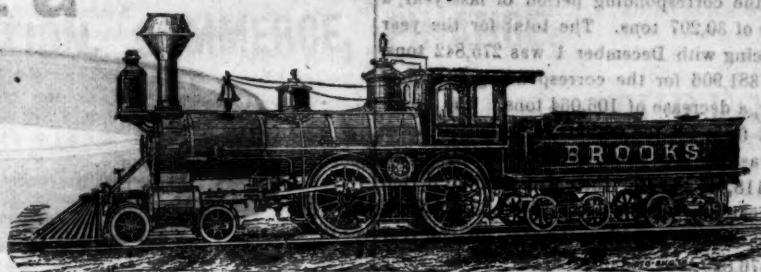
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**The Coal Trade.**

The Philadelphia *Ledger* gives the coal product for the week ending on the 1st instant, from the Schuylkill region, at 10,828 tons, against 41,085 tons for the corresponding period of last year, a decrease of 30,207 tons. The total for the year commencing with December 1 was 275,842 tons, against 381,906 for the corresponding period of last year, a decrease of 106,064 tons. The quantity sent from all the regions of which we have report was, for the week, 90,601 tons anthracite, against 118,626 tons for the corresponding period of last year, showing a decrease of 28,024 tons. The total amount of anthracite sent for the year was 20,476,829 tons, against 20,297,017 for same period last year, an increase of 179,812 tons. The quantity of bituminous was 8,908,352 tons, against 8,495,719 tons for corresponding period last year, an increase of 407,683 tons. At Port Richmond for the week ending on the 8th instant there were receipts of 600 tons of coal and shipments of 11,500 tons, leaving 142,800 tons on hand. There is no return of the quantity of coke and coal transported over the Pennsylvania Railroad for the last week, nothing later than the third week in December, when it was for the week 87,549 tons, and for the year 4,270,369 tons, of which 8,507,407 was coal and 674,765 coke. This embraces all the coal carried both east and west. The receipts of coal at Perth Amboy for the week ending on the 31st ultimo were 9,809 tons; total received during the season, 61,627 tons; shipments for the week, 8,000 tons; total shipments for the season 30,771 tons; leaving on hand 83,408 tons.

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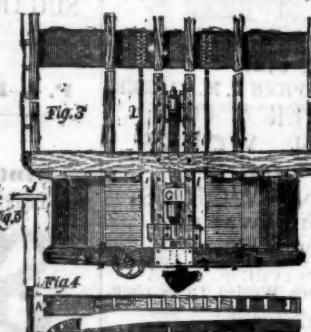
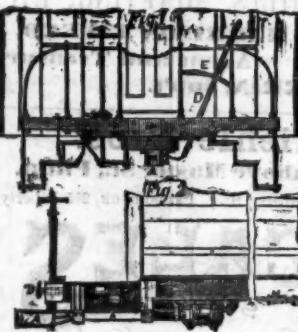
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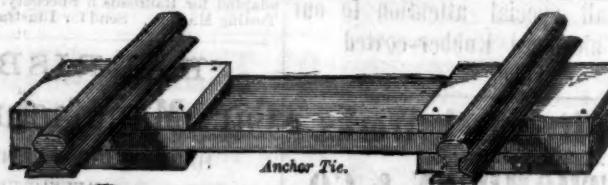
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